

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 6th to 19th March 1871.	Rainfall from 13th to 19th March, 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	0.70	19th Mar. 1871.	
	{ Jail ...	ditto	ditto	0.87	ditto.	
	False Point ...	Not received	Not received	3.45	5th Mar. 1871.	
	Jagipore ...	ditto	ditto	0.60	ditto.	
	Kendraparah ...	Nil	ditto	1.10	12th Mar. 1871.	
	Jugasingpore ...	ditto	ditto	5.40	ditto.	
	Smashipora ...	ditto	ditto	1.05	ditto.	
	Balasore ...	ditto	Nil	1.43	10th Mar. 1871.	
	Bhuddruch ...	Not received	Not received	0.27	26th Feb. 1871.	
	Booree ...	Nil	Nil	2.44	10th Mar. 1871.	
CHOTA NAGPUR.	Khoordab ...	ditto	Not received	1.00	12th Mar. 1871.	
	Hazareebangh ...	ditto	Nil	1.08	19th Mar. 1871.	
	Burhee ...	ditto	ditto	0.60	ditto.	
	Pachamba ...	ditto	ditto	1.11	ditto.	
	Ranchhee ...	ditto	Not received	2.13	12th Mar. 1871.	
	Palamow ...	ditto	Nil	0.61	10th Mar. 1871.	
	Paralia ...	ditto	ditto	2.38	ditto.	
	Chayebansa ...	ditto	ditto	3.13	ditto.	
	Patna ...	ditto	ditto	0.09	ditto.	
	Behar ...	ditto	ditto	0.04	ditto.	
SAWA.	Barb ...	ditto	ditto	0.97	ditto.	
	Dinapore ...	ditto	ditto	0.02	ditto.	
	Gya ...	Not received	Not received	Nil	15th Jan. 1871.	
	Sharghatty ...	ditto	ditto	0.16	26th Feb. 1871.	
	Nowadab ...	ditto	ditto	1.09	5th Mar. 1871.	
	Arungabad ...	Nil	Nil	0.41	19th Mar. 1871.	Not received 23rd Jan. to 5th Feb. and 20th to 26th Feb.
	Chunoparum ...	ditto	ditto	0.13	ditto.	
	Chuprah ...	ditto	ditto	Nil	ditto.	
	Sewan ...	ditto	ditto	1.04	ditto.	Not received 13th to 19th Feb.
	Mozufferpore ...	ditto	ditto	0.60	ditto.	
BENGALPORE.	Durbhangah ...	ditto	ditto	0.43	ditto.	Not received 30th Jan. to 5th Feb.
	Shemmaree ...	ditto	ditto	3.75	ditto.	Not received 16th to 22nd Jan.
	Tajpore ...	Not received	Not received	0.23	5th Mar. 1871.	
	Arub ...	Nil	Nil	0.09	19th Mar. 1871.	
	Bakar ...	ditto	ditto	0.23	ditto.	
	Sasseram ...	Not received	Not received	Nil	19th Feb. 1871.	
	Bhubhooh ...	Nil	ditto	0.43	12th Mar. 1871.	
	Benares ...	ditto	Nil	0.75	19th Mar. 1871.	
	Bhangulpore ...	ditto	ditto	0.85	ditto.	
	Mudheypoorah ...	ditto	Not received	1.83	12th Mar. 1871.	
RAJSHAH.	Banka ...	ditto	Nil	1.85	19th Mar. 1871.	Not received 18th to 19th Feb.
	Monghyr ...	ditto	ditto	0.10	ditto.	
	Jamsoie ...	ditto	ditto	1.73	ditto.	Not received 30th Jan. to 5th Feb.
	Bogossari ...	ditto	ditto	0.40	ditto.	Not received 30th Jan. to 5th Feb. and 20th to 26th February.
	Deoghur ...	ditto	ditto	0.02	ditto.	
	Jamtara ...	ditto	ditto	3.00	ditto.	From 10th Feb.
	Rajmahal ...	ditto	Not received	2.20	12th Mar. 1871.	From 13th Feb.
	Purneah ...	ditto	Nil	0.78	10th Mar. 1871.	
	Rainpore Beaulab ...	ditto	ditto	0.01	ditto.	
	Natore ...	ditto	ditto	0.86	ditto.	
BENGAL.	Bogra ...	ditto	Not received	Nil	12th Mar. 1871.	Not received 27th Feb. to 5th Mar.
	Dinagpore ...	ditto	Nil	0.92	19th Mar. 1871.	Ditto ditto.
	Maldah ...	ditto	ditto	1.33	ditto.	
	Bernampore ...	ditto	ditto	1.30	ditto.	
	Jungipore ...	ditto	ditto	1.09	ditto.	
	Ladbagh ...	ditto	ditto	1.06	ditto.	From 16th Jan.
	Pubna ...	0.81	ditto	2.48	ditto.	
	Coomercolly ...	1.80	Not received	3.61	12th Mar. 1871.	
	Serajunga ...	0.15	Nil	1.70	10th Mar. 1871.	
	Rungpore ...	Nil	ditto	3.20	ditto.	Not received 23rd Jan. to 5th Feb.
BENGAL.	Bhowanigunge ...	ditto	Not received	3.21	12th Mar. 1871.	From 22nd Jan.
	Titalya ...	0.00	Nil	3.23	10th Mar. 1871.	
	Burdwan ...	Nil	ditto	2.80	ditto.	
	Cutwa ...	ditto	ditto	3.77	ditto.	Not received 20th to 26th Feb.
	Culna ...	ditto	ditto	1.77	ditto.	Not received 18th to 24th Feb. and 4th and 5th March.
	Hood-Bood ...	ditto	ditto	2.64	ditto.	
	Hancooran ...	ditto	ditto	3.70	ditto.	
	Hansegunge ...	ditto	ditto	2.36	ditto.	
	Sooree ...	ditto	ditto	3.95	ditto.	Not received 30th Jan. to 5th Feb.
	Hooghly ...	ditto	ditto	3.13	ditto.	
PESCHIM.	Howrah ...	ditto	ditto	0.40	ditto.	
	Midnapore ...	ditto	ditto	7.40	ditto.	Not received 20th to 26th Feb.
	Lontai ...	ditto	ditto	1.88	ditto.	
	Gurhetta ...	ditto	ditto	3.74	ditto.	Not received 0th Jan. to 5th Feb.
	Tumlook ...	ditto	ditto	12.88	ditto.	Not received 16th to 29th Jan. and 5th to 12th Feb.
	Kishnaghar ...	0.10	ditto	3.16	ditto.	
	Bongoor ...	Nil	ditto	0.73	ditto.	Not received 13th to 20th Feb.
	Kanaghat ...	ditto	ditto	2.03	ditto.	
	Meharpore ...	0.18	Not received	3.00	19th Mar. 1871.	
	Chandaghar ...	0.70	Nil	3.10	19th Mar. 1871.	
PESCHIM.	Kowantash ...	0.60	ditto	4.08	ditto.	
	Jessore ...	0.12	ditto	6.11	ditto.	
	Khoshtrah ...	Nil	Not received	0.23	12th Mar. 1871.	From 16th Feb.
	Junadah ...	0.63	ditto	0.00	ditto.	From 6th March.

DIVISIONS.	Stations.	Rainfall from 1st Jan. to 15th Mar. 1871.	Rainfall from 15th to 1st Apr. 1871.	Rain from 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY— (Continued)	Saugor Island	Nil	Nil	3.40	12th Mar. 1871.	
	Calcutta	ditto	ditto	4.16	ditto.	
	Alipore { Jail	ditto	ditto	5.33	ditto.	
	Alipore { Hospital	ditto	ditto	5.24	ditto.	
	Barrackpore	ditto	ditto	6.43	ditto.	
	Dum Dum	ditto	ditto	6.38	ditto.	
	Barasat	ditto	ditto	5.79	ditto.	
	Satkerah	ditto	ditto	7.84	ditto.	
	Basseerhant	ditto	ditto	5.69	ditto.	
	Diamond Harbour	ditto	ditto	7.38	ditto.	
DACCA.	Barrapore	ditto	ditto	3.84	ditto.	
	Dacca { Telegraph Office	0.80	ditto	5.32	ditto.	
	Dacca { Jail	0.70	ditto	3.70	ditto.	Not received 10th to 22nd Jan.
	Barranul	Nil	ditto	4.11	ditto.	
	Dowlat Khan	0.43	ditto	1.91	ditto.	
	Perampore	Nil	ditto	4.11	ditto.	
	Maduripore	0.13	ditto	4.23	ditto.	
	Furresopore	0.27	ditto	4.20	ditto.	
	Mymensing	0.40	ditto	2.01	ditto.	Not received 13th to 15th Feb.
	Jainalpor	Nil	Not received	0.11	12th Mar. 1871.	
CHITTAGONG.	Atteah	Not received	Nil	32.60	10th Mar. 1871.	Not received 6th to 12th March.
	Kishorgunge	0.55	ditto	2.14	ditto.	
	Sylhet	0.61	ditto	2.56	ditto.	
	Cachar	0.11	Not received	4.42	12th Mar. 1871.	
	Hylakandy	Not received	ditto	3.34	6th Mar. 1871.	From 13th Feb.
	Koyah	0.03	ditto	2.06	12th Mar. 1871.	
	Chittagong { Telegraph Office	Nil	0.60	4.00	19th Mar. 1871.	
	Chittagong { Jail	ditto	0.65	4.19	ditto.	
	Cox's Bazar	ditto	Not received	6.04	12th Mar. 1871.	
	Rangamaten Hill	Not received	ditto	0.04	24th Feb. 1871.	
COCHIN DEHAL.	Noakhally	0.70	Nil	3.98	19th Mar. 1871.	
	Tipteruh	0.83	0.10	2.10	ditto.	
	Brakmaubarish	0.31	Not received	2.07	12th Mar. 1871.	
	Akyab	Nil	Nil	0.80	19th Mar. 1871.	
	Bura	1.40	ditto	3.30	ditto.	
	Gowalparah	0.64	ditto	4.03	ditto.	
	Dhobree	Nil	ditto	Nil	ditto.	Not recorded 27th Feb. to 5th March.
	Toora (Baro Hills)	ditto	Not received	3.74	12th Mar. 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	0.17	16th Feb. 1871.	
	Darjeeling { Jail	0.86	Nil	2.42	19th Mar. 1871.	
ARUN.	Ranghee	Not received	Not received	1.20	28th Feb. 1871.	
	Falacottah	Nil	Nil	2.38	19th Mar. 1871.	
	Jalungoorie	1.19	ditto	4.11	ditto.	
	Beda	Nil	ditto	1.18	ditto.	Not received 30th Jan. to 12th Feb.
	Tezpur	0.10	Not received	1.08	12th Mar. 1871.	
	Nowgong	0.16	ditto	0.42	ditto.	Not received 9th to 16th Jan. and 30th Feb. to 5th March.
	Mungledyo	0.15	ditto	2.81	ditto.	From 30th Jan.
	Burpettah	0.30	ditto	2.80	ditto.	Not received 13th to 19th Feb.
	Gowhaty	0.20	Nil	2.20	19th Mar. 1871.	
	Seebasuror	1.36	Not received	5.72	12th Mar. 1871.	
ARUN.	Jorahat	1.07	ditto	2.49	ditto.	From 27th Feb.
	Golaghat	1.42	ditto	2.64	ditto.	Not received 23rd to 29th Jan.
	Nazurah	1.12	ditto	4.66	ditto.	
	Debraoghur	1.10	ditto	6.65	ditto.	
	Suddya	0.50	ditto	5.30	ditto.	ditto.
	Shillong	Nil	ditto	0.07	ditto.	
	Cherrapunjee	0.44	ditto	5.76	ditto.	From 18th Feb.
	Jowai	0.28	ditto	5.15	ditto.	Not received 6th to 12th Feb.
	Bamogooding	Nil	ditto	1.60	ditto.	

CALCUTTA,
The 25th March 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 11th March 1871 on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	104,876	1,48,176 1 11	13,639 5 3	670,228 26	5,41,007 2 3	31,349 14 9	44,932 0 0
Or per mile of railway ...	818,733½	115 12 10	10 12 4	207 4 8	24 10 9	85 2 4	
For previous 9 weeks of half-year ...	938,733	14,87,939 3 7	131,811 1 11	5,900,276 26	55,28,817 3 0	323,474 15 2	455,380 0 1
Total for 10 weeks ...	1,043,819½	15,90,200 5 6	143,390 7 2	6,530,504 0	38,79,814 5 3	354,524 12 11	590,218 0 1
COMPARISON.							
Total for corresponding week of previous year ...	121,100½	2,03,732 9 5	18,079 9 9	797,397 26	4,50,160 13 4½	42,090 5 10	69,765 15 7
Per mile of railway corresponding week of previous year ...	.....	180 2 2	16 10 3	.....	403 15 9	37 4 4	53 16 7
Total to corresponding date of previous year ...	1,240,964	23,47,520 12 3	207,656 1 8	7,404,519 30	41,02,518 9 4	374,084 5 11	583,920 3 5

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 11th March 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,242	12,106 6 10	1,118 9 5	51,044 0	14,446 0 9	1,380 18 10	2,479 2 7
Or per mile of railway ...	14,534	53 11 2	5 0 3	401,354 30	64 9 8	6 2 1	11 2 4
For previous 9 weeks of half-year ...	47,005½	1,66,540 7 0	15,368 4 3	.....	1,40,548 1 8	13,333 7 10	28,559 13 1
Total for 10 weeks ...	50,303½	1,78,738 14 7	16,584 8 8	543,598 30	1,61,392 11 6	14,794 6 8	31,178 14 8
COMPARISON.							
Total for corresponding week of previous year ...	5,100½	19,647 5 11	1,801 0 2	42,377 10	12,734 5 7	1,167 6 8	2,068 6 10
Per mile of railway corresponding week of previous year ...		88 1 8	8 1 0	.....	57 1 8	5 4 0	13 8 3
Total to corresponding date of previous year ...	61,808½	2,11,500 1 8	19,574 13 7	453,732 30	1,32,523 14 11	12,175 10 6	31,530 4 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 11th March 1871 on 160½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	33,089½	20,107 5 6	1,934 17 2	164,078 27	32,612 14 3	2,060 12 2	4,024 0 4
Or per mile of railway ...	215	134 14 9	12 7 3	1,562 0	204 0 4	10 2 1	21 9 4
For previous 9 weeks of half-year ...	290,557	1,63,247 11 3	14,864 7 0	900,598 14	1,90,297 13 8	18,508 10 3	33,253 6 8
Total for 10 weeks ...	303,193½	1,84,355 2 9	16,800 4 8	1,074,327 1	2,21,911 11 13	21,268 11 4	39,167 10 0
COMPARISON.							
Total for corresponding week of previous year ...	29,804½	16,987 5 7	1,537 3 6	103,734 11	19,841 7 11½	1,773 10 3	3,330 2 11
Per mile of railway corresponding week of previous year ...	235	150 0 0	13 15 0	916 0	170 12 7	15 13 1	29 5 2
Total to corresponding date of previous year ...	276,049½	1,83,630 2 2½	16,333 11 11	1,090,324 2	1,98,218 19 6½	18,420 0 9	32,283 12 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 11th March 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,147	1,250 15 3	125 13 8	14,030 20	440 2 5	46 18 4	176 12 0
Or per mile of railway ...	290½	44 14 2	4 9 9	533 29	10 0 7	1 12 1	6 1 11
For previous 23 weeks of half year ...	159,308	33,632 13 0	2,833 8 8	256,347 8	8,325 2 0	632 10 5	3,186 2 2
Total for 24 weeks ...	161,933	34,739 11 0	2,478 18 5	270,383 28	8,777 5 0	677 14 9	3,350 14 2
COMPARISON.							
Total for corresponding week of previous year ...	4,157½	1,477 0 0	125 7 10	13,804 20	476 3 0	43 16 3	179 4 6
Per mile of railway, corresponding week of previous year ...	221	52 12 0	4 18 6	493 0	37 1 7	1 11 4	6 8 0
Total to corresponding date of previous year ...	113,225	21,762 7 0	1,894 17 8	271,539 20	10,290 5 5	943 5 7	2,363 3 3

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of January 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

[illegible]

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 24½ MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.
			Munds.	Tons.					Munds.	Tons.	
45	Passenger 457 in No.	Rs. As. P.			Rs. As. P.	3	Empty	6,000			Rs. As. P.
33	Empty	...	2,375		15 13 7	2	Lock gates and frames	...	987		41 2 8
11	Straw	...	715		16 9 6				1,001		17 4 0
0	Paddy	...	389		3 0 10						...
1	Wood	...	0 8 0		1 10 0						...
3	Paltee 3 in No.	...	87 0 0		0 13 0						...
3	Horses 3 in No.	...	55 0 0		0 10 0						...
4	Vegetable	...	33 13 0		0 4 0						...
4	Baskets and tools	...	250 0 0		0 11 1						...
1	Copper	...	1,000 0 0		2 8 0						...
1	Oil cakes	...	250 0 0		1 10 0						...
115		1,835 4 0	4,251	151½	41 2 8	5		6,000	1,988	7½	68 6 8

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldandih Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.					TRAFFIC BETWEEN CUTTACK AND NEALPORE.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.		Kaunder.	Tolls.	Tollage.	Number of boats.	Nature of cargo.	Kaunder.		Tolls.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	Remarks.	
		Rs.	As. P.						Rs.	As. P.									
7	Paddy	3,160	1,636	...	...	3 13 6	...	Passengers in No. 568	...	...	...	1 7 6	40	Laterite stone	61,400	83,837	234 9 6	The tonnage shown is that of the boats and not of the cargo. The canal closed for repairs from 16th to 31st January 1871.
2	Straw	480	255	...	...	0 10 3	...	Empty	8,370	...	...	16 10 9	5	Cut sand-stone.	17,926	21,839	64 16 0	
1	Kondumool	10	6	...	...	0 0 2	...	...	...	...	...	...	3	Lock gate	2,900	8,133	90 6 5	
20	Empty	...	1,736	...	...	4 7 9	...	...	...	...	...	...	97	firm. works	10,000	2,430	6 1 6	
20		3,680	3,493	133	...	8 16 9	41		6,270	...	...	17 2 5	97		1,113,935	1,24,038	315 1 4	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 24 MILES.

ABSTRACT.

STORES AND MATERIALS FOR IRRIGATION WORKS.

LOCAL TRAFFIC.

Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	Remarks.
			Maunder.	Tons.					Maunder.	Tons.						
30	Coal	Rs. 6,350	27,076		Rs. As. P. 937 3 0						Rs. As. P. 589 4 3	Local traffic.	60,503	2,554	589 4 3	Range I. canal closed from 1st December 1870, on account of repairs to the Oudh-bartab lock.
2	Cotton	10,260	2,950		20 13 0						16 6 9	Local traffic.	101	88	16 6 9	
6	Firewood	510	2,375		10 11 8											The tonnage shown in that of the boats and not of the cargo.
3	Grain	1,183	1,250		7 12 0											
7	Jaggery and sugar	7,645	3,375		12 2 0											
1	Metals	40	50		6 5 0											
17	Miscellaneous	3,877	3,935		24 7 0	13	Miscellaneous	191	2,900		14 7 0					
2	Oil and oilseeds	870	635		3 2 0											
1	Flour and rice	13	50		6 4 0											
11	Paddy and rice	14,080	3,790		28 0 0											
9	Piece goods	360	895		4 13 8											
4	Garlics, produce	4,310	3,315		21 9 0											
6	Salt	4,840	1,175		7 5 6											
9	Silk and indigo	940	1,755		4 8 0											
3	Tobacco	45	1,037		10 15 0											
4	Stuffs of bamboo		20,400		140 2 8	3	Empty		275		1 15 8					
194	Empty				6 9 10	1	Passenger, No. 2				0 0 3					
43	Miscellaneous re-venue				88 0 4											
254		80,603	71,525	2,654	589 4 3	47		191	2,475	88	16 6 9		60,503	2,554	589 4 3	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.							
			Maunder.	Tons.					Maunder.	Tons.													
11	Paddy	450	805		5 3 6	1	Brick moulds	250	100		0 5 0	149	Local traffic	13,802 0 0	8394	124 10 3	The tonnage shown is that of the boats and not of the cargo. Canal closed for repair since 1st January 1871.						
8	Rice	270	480		2 12 0	21	Sand	757	7,800		39 0 0	25	Irrigation works	1,075 0 0	2974	4 10 0							
1	Jute	45	81		0 3 6	1	Empty		90		0 7 3												
7	Reddish	40	185		0 15 0	3	Firewood	75	345		1 11 6												
14	Passengers, 166 in No.		2,800		13 10 0																		
15	Empty		6,080		21 5 0																		
3	Vegetable	90	60		0 4 6																		
3	Cocunut	60	680		2 14 6																		
3	Tobacco	844	883		5 3 9																		
3	Timber	630	685		3 6 9																		
3	Sand	3,497	3,497		17 0 0																		
3	Firewood	284	1,090		3 11 3																		
1	Sugar	87	50		0 4 0																		
1	Salt	1,210	680		4 0 0																		
1	Lime	750	675		2 13 0																		
1	Hitalwood	800	507		3 2 0																		
1	Onitake	20	60		0 4 8																		
1	Bamboo, 150 in No.	81			0 5 0																		
1	Nut	40	75		0 13 8																		
1	Iron	1,400	475		3 6 0																		
1	Clashes	6,000	625		3 2 0																		
2	Lime	950	1,800		9 0 0																		
2	Leg	80	280		1 0 0																		
1	Bag	40	607		3 8 0																		
1	Galery	10	50		0 4 0																		
1	Coal		50																				
149		13,533	25,480	8384	136 19 3	23		1,075	8,335	2974	41 10 0	174		14,27 0 0	1,1334	166 5 0							

CALCUTTA,
The 22nd March 1871.G. A. SEARLE, Lieut.-Col., M.S.C.,
Offg. Asst. to Chief Engr., and St. Secy, P. W. D., Irrigation Branch, Bengal.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 5, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, 25th March 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*

THE HON'BLE ASHLEY EDEN,

A. R. THOMPSON, Esq.,

V. H. SCHALCH, Esq.,

MOULVY ABDOL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,

RAJAH JUTEENDRO MOHUN TAGORE

BAHADOOR,

T. H. WORDIE, Esq.,

AND

BABOO DIGUMBER MITTER.

CALCUTTA MUNICIPALITY.

THE HON'BLE ASHLEY EDEN moved that the Bill to amend Act VI of 1863, passed by the Lieutenant-Governor of Bengal in Council, be passed.

The motion was agreed to, and the Bill passed.

RECOVERY OF FINES.

MOULVY ABDOL LUTEEF moved that the report of the select committee on the Bill to make better provision for the recovery of certain fines in Bengal be adopted, and the Bill withdrawn.

MR. WYMAN said he did not find from the report of the select committee that any argument had been adduced against the necessity of making additional provision for the recovery of the fines imposed under the authority of the Suburban Slaughter-house Act. He therefore wished to ask whether it was competent to introduce a Bill for the more efficient working of that law.

THE HON'BLE ASHLEY EDEN said he would explain how the matter stood. Originally this question came before the Government on the recommendation of the Commissioner of Police that an Act amending the Slaughter-house Act should be passed. While that reference was pending before the Government, notice was given by the hon'ble gentleman of a Bill which purported to be a Bill to make better provision for the recovery of certain fines imposed by Acts passed under a long series of legislation prior to the year 1863. But when we came to look into the matter we found, as was stated in our report, that there was no necessity to amend the process laid down in all those laws for the recovery of the fines imposed under them, the process laid down in those law, was fixed after due consideration at the time, and there had been no oversight in the matter as had been stated, and really it appeared that all that was proposed was by a sort of side-wind to amend the Slaughter-house Act. In consultation with the learned Advocate-General we came to the conclusion that if an Act required amendment, it was much better that it should be done in a frank and open manner and not as it were by a side-wind including the Act to be amended with a number of other Acts which there was no necessity whatever to amend. This Bill would, therefore, be withdrawn, and the question of amending the Slaughter-house Act would remain as open as it was before this Bill was introduced; and he had no doubt that the hon'ble member himself would, on behalf of the Government, introduce a Bill to amend what was found defective in the Slaughter-house Act.

The motion was then agreed to.

LOCAL RATES FOR LOCAL PURPOSES.

Mr. SCHALCH moved for leave to bring in a Bill for local rating for certain local purposes. He said it would be in the recollection of the Council that three years ago the Government of India had requested that the local Governments should provide means for education and the construction of roads and other works from local cesses. Considerable discussion took place at the time, and the matter was then referred to the Secretary of State for India, who entered fully into the question of local rating for local purposes, and explained at length the arguments which induced him to decide in favor of the proposed local cesses. He need not detain the Council by entering into all those arguments, but he would state to the Council the conclusions to which the Secretary of State had arrived, and on which it had now been found necessary to take action. In the Despatch of the Secretary of State it was stated—

"There is still much absolutely requiring to be done, if the condition of the people is to be improved, which the Government cannot undertake out of imperial funds. It cannot out of the means now remaining at its disposal make and maintain the roads and bye-roads required for developing the resources of a country so vast as India. If, therefore, this work is to be done at all, it must be done by the help of rates established for the purpose. In like manner it has been assumed in all the discussions which have arisen during recent years upon this subject, that the expenditure which may be required for the vernacular education of the people, and for sanitary improvements, cannot be afforded by the imperial revenue, and must be met, in the main, out of the same additional resources. There appears, indeed, to be no alternative, unless it be the alternative of allowing the country to remain without drainage, and without roads, and without education."

"Such cesses should be laid upon the owners of land only in common with other owners of property which is of a kind to be accessible to the rate."

"Where such rates are levied at all, they ought, as far as may be possible, to be levied equally without distinction and without exemption upon all the holders of property accessible to the rate."

Further on the Secretary of State observed—

"It would indeed be most desirable if the local character of these rates could be emphatically marked by committing both the assessing of them and the application of them to local bodies, and if possible to carry the people along with us through their natural native leaders, both in the assessment and in the expenditure of local rates."

"It is, above all things, requisite, that the benefits to be derived from the rates should be brought home to their doors,—that these benefits should be palpable, direct, immediate."

And the Despatch finally expressed the approval by the Secretary of State of the suggestion that—

"Until the system, machinery, and incidence of local rating in Bengal has been satisfactorily established, so much only should, in the first instance, be raised as is required for roads."

This Despatch was forwarded to the Government of Bengal in a letter from the Governor General in Council, in which the Governor General observed—

"His Excellency is most sincerely desirous that every opportunity should be given to the people to participate in the management of their local affairs. He believes that the comparatively limited experience which has been gained on the subject is not discouraging. In any plan which may be considered this primary object should never be lost sight of, and he will, with this view, gladly assent to any measures which the Lieutenant-Governor may propose for ensuring the co-operation of the intelligent classes of the community both in the levy of the rates and in the disposal of their proceeds."

On receipt of this correspondence the then Lieutenant-Governor of Bengal appointed a committee for the purpose of suggesting means for local rating for local purposes, and in the instructions to the committee he observed—

"The decision pronounced by the Secretary of State on the important question of local cesses having been arrived at after mature consideration of the differing opinions which are held upon the subject, it will of course be understood that there should be no discussion in the committee in regard to the principle of the measure which has now to be carried out. It will be desirable that the deliberations of the committee should be strictly confined to the preparation of a scheme of local taxation in accordance with the views expressed in the despatch of the Secretary of State."

That committee, of which he (Mr. Schalch) had the honor to be appointed President, was composed, in addition to the official element represented by a member of the Board of Revenue and a Secretary to the Government, of a member representing the British Indian Association, of a European gentleman who was interested in the management of many extensive estates, and a native gentleman of considerable mofussil experience. The committee found their task rather a hard one, and after a couple months of careful deliberation they submitted to the Government a draft Bill and a report in which they stated the principles on which the Bill was prepared, and their reasons for coming to the conclusions which they had arrived at. That report and draft Bill had been considered by the Government, and it was now proposed to lay before the Council a measure founded very much on the draft Bill of the committee, adopting many of its principles, but not altogether adopting all its details.

It was proposed that the cess which should be imposed should be a cess bearing on all classes, which was divided into the agricultural and the non-agricultural. As regards the former class it was proposed that a cess should be imposed which should be based on the gross rental of the land; that the collection of such cess should be placed in the hands of the recorded proprietor of the estate; that all persons who had any interest in the land should bear a fair proportion of the cess, and that facilities would be afforded to the proprietor, whom the Government would hold responsible for the collection of the cess, to recover the due proportions of the rate from all parties interested in the land. It was proposed to avoid all intermediate governmental agency in the assessment and collection of the rate, so as to escape, if possible, those evils which had been felt by the employment of such agency in the collection of other taxes; and with that view it was proposed that the assessment should be left entirely to

the people themselves under such safeguards as it was hoped would ensure with some accuracy a correct and fair return of income. The provisions for effecting these safeguards would be rather complicated, and he would not therefore now take up the time of the Council by referring to them.

With regard to the non-agricultural classes great difficulty was felt by the committee in arriving at any conclusion. But after much deliberation and very great hesitation it was determined to levy the cess by a graduated house-tax. That proposal would be introduced in the Bill; but it was felt that great difficulties existed in connection with such a tax, and it was hoped that the deliberations of the Council might find some alternative which would be open to fewer objections than those with which the collection of a house-tax was undoubtedly beset.

He had thus stated the principles on which these two great classes of the general community were proposed to be assessed. He would now say a few words as to the mode in which it was proposed to administer the funds obtained from these assessments. It was intended that the application of the tax should be entirely and wholly local, that was to say, that the proceeds of the assessment raised in any one district should be entirely appropriated to the purpose of constructing roads and other communications in that district, so that the people might have evidence before them that the tax was imposed entirely for their own benefit. With regard to the mode of administering the tax, it was proposed, in accordance with the recommendation of the Secretary of State, to which he had already referred, that the application of the proceeds should be entrusted to local bodies, and for this purpose a committee should be appointed in each district, and that at least two-thirds of its members should be persons who are not salaried officers of Government. Such committee would be required to determine the amount which was to be yearly expended; upon it would rest the responsibility of seeing that the funds raised were properly applied and expended.

In thus putting the whole matter before the Council, he had avoided entering into any argument with regard to the principles on which the Bill was founded, because he did not think that the Council had now before them sufficient data for entering into that discussion, and because he thought that the discussion had better take place on a subsequent occasion when he would move that the Bill be read in Council, and when the Council would have been placed in possession of all the facts and circumstances of the case; and further, because, according to the Rules for the conduct of business, the Council did not, it appeared to him, in merely sanctioning the introduction of a measure, pledge themselves to the principles, or even to the details, of the Bill, which could probably be better discussed at the next stage of the Bill.

THE HONORABLE PRESIDENT said that he wished to take the opportunity afforded to him by the motion placed before the Council by the hon'ble member on his left (Mr. Schuch), to make a Statement regarding the financial position of the Province of Bengal. He would, with the permission of the Council, allow himself a latitude in going somewhat beyond the scope of this Bill, in order to make a somewhat general financial statement. He wished he could have placed in the possession of the Council that exact Budget of Receipts and Expenditure which was contemplated by the Resolution of the Government of India of the 14th December last, by which the scheme of local finance was inaugurated. But he feared that, under the circumstances of these provinces, it was impossible that he could do so to the extent contemplated by that Resolution of the Government of India. Hon'ble members were aware that not only was the system inaugurated by the Resolution a new system, but that a change in the personnel of the Government of this Province had lately taken place; that he himself, as the head of the Government, was new to the administration, and that it would take some time to make himself acquainted with the full details of the administration of the several departments. Therefore he must submit to this Council that in order to enable him to place before the Council an exact Budget of Receipts and Expenditure, to enable him to go fully into the details of the expenditure of the several departments, to criticize details, to cut down where it might be cut down, to stop the tide of expenditure where it could be stopped, it would be necessary carefully to scrutinize the whole of the administration of the several departments, and that he must have time to enable him to do so effectually. What he proposed was this: that before the commencement of the financial year, which would begin on the 1st of April next, he thought it right and respectful to place the Council in possession of all that he knew himself in regard to our financial position. It had been generally considered necessary to make a mystery of financial affairs; but on the principle that honesty was the best policy he desired to open his heart to the Council, to make a clean breast of it, so far as he himself had any knowledge of the subject.

He had spoken elsewhere regarding the advantage which was likely to accrue from the scheme of local finance which had been inaugurated by the Government of India. He believed that in giving them a certain control over their own finances and making them interested in their own administration, a power was given which the Government and the Council were not likely to abuse by unduly burdening the Provinces for which they legislated. But at the same time, whilst acknowledging fully the advantages of the new system, he must state that he had felt to the utmost the sense of the responsibility laid upon them, and on him to some extent as the head of the Government, and that we were now about to approach that view of the matter in which we had to consider the responsibility of the burdens laid upon us along with the advantages which would result from the scheme of local finance conceded by the Government of India.

With a view to consider what those burdens were, he should lay before the Council such figures as he had been able to prepare. They would not be exact figures; his calculations

must proceed on the original scheme set forth in the Resolution of the Government of India. Since that scheme was promulgated several re-adjustments had been made by the Government of India; but he would mention that they had only reached this Government within the last two days, and he had therefore been unable to prepare the accounts in which these figures had been introduced. The nature of these adjustments was to make some small additions to the assignments which had been formerly made to us, at the same time that they carried with them certain additional charges. The Financial Department were a somewhat dangerous sort of people to deal with, and before we proceed to congratulate ourselves in consequence of any gifts received from them, we must look narrowly into the whole of the charges. He himself was inclined to look at the gifts of the Financial Department with caution and care.

He should like to produce a Budget distinct from, and independent of, the arrangements for local cesses, and which he might call the Provincial Budget, so as to distinguish provincial taxation from that question of local cesses. Provincial taxation and local cesses were in principle quite distinct from one another, and he thought that the question of local cesses for specific local purposes should, as far as possible, be kept quite apart from the other question of provincial finance. The Local Rating Bill would be for proper local purposes as the hon'ble member who asked leave to introduce the Bill had pointed out to the Council in submitting his motion. In point of fact local funds and cesses of various kinds had existed in several Provinces long anterior to the provincial arrangements now for the first time about to be commenced. And he might say here that the Bill of which the hon'ble member had charge, was a measure which had been under consideration before the scheme of financial decentralization was made known by the Government of India.

He was the more inclined to avoid any appearance of confounding the two subjects, because, while some other local Governments had, he hoped unjustly, incurred the imputation of improving the occasion to add to their provincial resources more than the burden imposed on them by the Government of India, he was especially desirous that the question of local rating in Bengal should not be prejudiced by any suspicion of the kind; that it should be quite understood that any proposal for local rating would be in good faith for really local objects, and subject to effective local administration. It would be seen, however, as he proceeded, that, as a matter of account, the two subjects necessarily ran very much into one another. And the local cess question having been the earliest, we were, on that subject, more near a definite plan, which Mr. Scholch had proposed shortly to lay before the Council. He therefore took the opportunity to discuss our financial position generally, but should principally advert to the provincial finance. He should first try to make clear what the burden, transferred to us from the Government of India really was, that is to say, what sums we must make good which must otherwise have been found by the Government of India. He had prepared statements showing the figures as clearly as he could put them.

The expenditure in past years on Civil Buildings, now reserved as imperial, and on establishments was so mixed up with similar charges transferred to the local Governments, that he had not been able to obtain a complete statement of the total expenditure on those departments for some years past, but he should show presently how the principal departments stood on a comparison of a series of years.

He held in his hand a general statement* (A) for the years 1869-70 and 1870-71, with a rough note of the expenditure of the previous year 1868-69. It had been said in some places that the years on which the grants for future years were based, 1869-70 and 1870-71, were starved years, and therefore not years on which a proper comparison could be made. Exception was taken to the word "starved," and he would call them reduced years; at any rate he might state, without fear of contradiction or doubt, that our financial allotments were reduced in those years on account of the recent financial crisis. Reductions took place in those years in two ways—*first*, by checking the natural growth of the Educational and other departments, which were necessarily subjects of natural growth; and *secondly*, by very large reductions of the sums allowed for some other departments, as he should presently show when he came to deal with those special departments. In the meantime he might say generally that the departments of Jails and of Education, especially the latter, were completely checked as regards their growth. On the other hand, in the departments of Police, Roads and Improvements, and Civil Buildings, large reductions had been made: they were not only checked in their growth, but were reduced heavily. The only department in respect of which the growth was not checked, was the Medical Department, that being a department on which it would be very difficult and very invidious to attempt to place a very great check.

The year 1868-69 was the last year before what he might call the financial crisis. At that time the Government of India had not placed any extraordinary check on expenditure, but were as liberal as the state of the finances would admit of their being. He could not give precisely the expenditure in that year in the departments which were now made over to the local Governments; he was only able to give a rough approximation to the expenditure in that year. Making allowance for such portions of the expenditure in the department of Civil Buildings as were considered to be imperial, he found that the sum allotted for all the departments, which were now made over to the local Government, in that year 1868-69, before the reductions were made on account of the financial crisis, was in round numbers about 180 lakhs of rupees. As regards the years following, viz., 1869-70 and 1870-71, the only point of difference between the Statement which he held in his hand and the statement of the assignments made by the Government of India was in regard to the one item of Civil Buildings. It so happened that the Government of India had adopted, in respect of our allotments for Civil

* Vide Appendix.

Buildings, a different principle from the principle adopted in respect to the assignments made for other departments. They had not given us, for expenditure on ordinary civil buildings, the sum assigned to this Province for the same purpose in 1870-71, which was the year that was taken as the basis of their financial arrangements; but they had taken the total sum granted for Civil Buildings in the year 1870-71, viz., fifteen lakhs, and they had deducted from that, not the sums given for Imperial Buildings in that year, but the average proportion of several years before, when the Government had been much more liberal, not to say extravagant with regard to the construction of buildings in Calcutta. Whereas we only got for these buildings in the past year two lakhs of rupees, they had proceeded on the average proportion of the allotments on this account for previous years, and deducted four lakhs, and therefore they had given us two lakhs of rupees less than in the past year on which the assignments were based. It was to be hoped that this would eventually be conceded, that even the Financial Department might be induced to give the two lakhs of rupees which it had thus deducted. But the Financial Department were very hard to deal with, and we could not be sure that we should get back those two lakhs. Still, so far as the year 1870-71 was concerned, he was justified in adding these two lakhs for the purpose of comparison.

Before he proceeded to enter into the details of the expenditure on account of the several departments, he should allude to certain statements which had been made, from which it might be inferred that the Government of this province had not been burdened with the responsibility of finding considerable ways and means. It had been declared in the Government Resolution of 14th December, that the local Governments must bear certain burdens, present and prospective, but it had been sought to explain away the effect of the resolution and declarations of the Government of India, and it was done in this manner:—Those who made such statements took the departments which were not cut, but only checked, and dealing with these departments alone, and omitting from the account the departments which were cut, they professed to show that we had been subjected to no deduction whatever. But he thought it was perfectly clear that if the growing departments were checked and others cut down, then as a whole we had been reduced a very considerable sum, as was shown by the original Resolution of the Government of India; and he was only doing his duty in showing the effect of the arrangement as a whole on our local budget and our local finances. He had one further observation to make in regard to the Departments of Jails, Education, and Medical, that a very large proportion of the expenditure on account of these departments was not included in the departmental charges, but was put as public works charges, and that the assignments at the present time of the Public Works Department had been so cut down that we were unable to carry on the buildings for those departments as we could desire. He thought then that our Jail and Education and other Departments had been cut down just as effectually as if it had been done directly, when great reductions had been made in the grants of the Public Works Department.

The general result of the Statement he held in his hand was to show that the reductions which had been made from the grants of the previous years were somewhat as follows:—The actual expenditure on all the departments now made over to the local Government was in 1868-69, speaking roughly, in round numbers 180 lakhs. Well, then, we had in one column the actual expenditure of the year 1869-70—the year in which the financial crisis occurred, and in which the expenditure was cut down to the utmost possible limit consistent with the arrangements made at the commencement of the year. The result of that cutting was that the expenditure which had been about 180 lakhs in 1868-69 was reduced to Rs. 1,61,58,000 in 1869-70, or in round numbers 161½ lakhs. In the next column we came to the grant for 1870-71. That grant was made after the financial crisis had been fully realized; it was made in the darkest times; at a time when it was thought necessary to impose a very heavy Income Tax under which we had lately groaned; and the result of the distribution made in the darkest times, and under the most starved circumstances, was that the grant was reduced to 154 lakhs of rupees. That was the year 1870-71.

Well, then, we came to the assignment made to us for the time to come. That assignment as the Council were aware, in accordance with the Resolution of the Financial Department of the Government of India, was obtained by taking the grant for the year 1870-71, and reducing it by something like seven per cent., thus throwing on the local Governments a burden of £350,000, which the Government of India had thought it necessary to save from the Provincial allotments. Well that reduction, with the two lakhs of rupees unaccountably cut from the Department of Civil Buildings, brought the grant for future years, which had been made permanent, to Rs. 1,43,42,412, or in round numbers 143 lakhs of rupees. The result of that operation was, that for the management of these departments for a series of years to come, we had 37 lakhs less than we had in the comparatively prosperous year 1868-69, and we had 18 lakhs less than we had in the first year of the financial crisis 1869-70, and we had nearly 11 lakhs less than we had in the worst year of the financial crisis 1870-71. He had said that the present grant had been arrived at by cutting seven per cent. from the last assignments made to the local Governments. Subsequently there had been assigned rateably to the local Governments the amount derived from the savings of the present year 1870-71, to the extent of £200,000, and our Bengal share was about £50,000. It was clear that if that grant was to be treated as a relief to our finances it was at best a relief for one year only. He was inclined to argue that in reality the saving was not an increase for even one year, but that it was a certain capital in hand, a cash balance which it would be necessary to retain for working expenses. But that seemed to him to be a

matter of argument and account, and was comparatively immaterial, because we were not now dealing with the finances of one year, but with the permanent arrangement of the assignment as a lasting resource; and if we were to make up a deficiency, seeing we were somewhat backward—we were several months behind the other local Governments—it seemed to him to be difficult to impose taxes very quickly, difficult to get the people to consent to taxes, and difficult to collect them, and that one year was little enough to do the thing thoroughly well, and to draw our money to meet the demands for future years. He would say that even if it might be possible, by cutting, clipping, and reducing in the various departments, and by drawing on our cash balances, even if it were possible to carry on through the coming year, still it was quite time that we should put our house in order, that we should bring home to the people of this country that, if benefits were to be derived by them, they must submit to a certain amount of provincial taxation. He was now speaking of provincial as distinct from local taxation. He had explained what the figures were in regard to the amount of the permanent allotments which the Government of India had made to us—that they were 57 lakhs less than the assignment made in 1868-69, 18 lakhs less than the assignments in the next year 1869-70, and 11 lakhs less than the assignments in the most economical year 1870-71. But he must also bring to notice that it had been stated, and rightly too, that one main feature of the scheme of local finance was this, that the departments that had been made over to us were not the revenue-producing departments, but those departments in which the expenditure was continually growing. Some of the departments were in their very nature departments in which the expenditure must grow with the growth of the population and the growth of civilization and wealth, such were the Educational, Medical, and other Departments. And it would be fair to this Council to state explicitly that when we proceed to put our house in order we must not only arrange for meeting the deficit of the present year, but we must arrange for meeting a deficit in future years, which must increase owing to the natural growth of those particular departments on which the health, wealth, and comfort and enlightenment of the country depended; and therefore we might expect that the deficit would be larger in future years, and we must so arrange our scheme of taxation that it should also increase in future years in accordance with the growth of our expenditure and the demands of these growing departments.

The expenditure for the coming year—he meant to refer to the estimates made out by the various departments—appeared to amount to 160 lakhs as against 143 lakhs assigned by the Government of India. Still he might tell the Council that by cutting down and reducing those departmental budgets we hoped to reduce that estimate. He was not now in a position to explain to the Council what the real expenditure would be; but this he might say that taking the estimates of every department as they were now given, and reducing them to the utmost extent that was found possible under the existing system, the Government had not up to this time succeeded in cutting them down to the figures at which the assignments had been made. For instance, he found that the allotment on account of Jails was Rs. 20,57,000, and that after submitting the estimates to revision, the officers of the Government had found themselves unable to assign less than 22 lakhs. Then he came to the Police Department, for which the allotment was Rs. 52,40,000. After carefully revising the estimate, and availing ourselves of the services of an hon'ble member of this Council (Mr. Eden), and reducing the departmental charges as much as possible, the result of that revision was to leave the police charges at Rs. 54,55,000, as against Rs. 52,10,000 in the budget assignment. And similarly in the Educational Department there was assigned 22 lakhs of rupees, the present estimate of the expenditure in that department being 24 lakhs. The Medical Department was always a growing department, the expenses which, up to this time, had gradually risen to Rs. 8,45,000, having now increased to Rs. 9,81,000. The particulars regarding each department he should explain in detail. But this he should say here, that the result of the present state of things was that he had been totally unable to make any estimate of the prospective charges for roads and civil buildings, sufficient money not being available. In some sense no doubt these were optional charges, which it was possible to stop altogether, and which were therefore entirely under our control; and the sum which was left to us, after providing the assignments for the other departments, and providing the necessary funds for repairs of roads, &c., was so small that it would be vain to estimate what the expenditure in this department would be until we saw what we could get and what we should have to expend upon this department.

Seeing then that the assignments of our growing departments had been checked, and that several other departments had been reduced, how were we to make up the sum by which we thus fell short of the most economical years that had gone, and to provide for future improvements and developments?

No doubt we could save something by looking more nearly into the administration, especially now that we had a direct incentive to do so, and by improved methods and possible reductions, but we could not expect to save the whole in that way; in fact what he had called the natural growth of some departments was such that it would much more than counterbalance all the savings that we could effect. He would ask the Council to examine briefly with him the departments which had been made over.

The first department he would touch on was, financially speaking, a small department, namely Registration, which could not be expected very largely to influence our position. He had occasion to say in another place, and he said again, that looking at the circumstances of

the country, and the object of the most necessary social improvements for which the system of registration was designed, he was strongly of opinion that registration never should be a source of revenue, that it should not be permitted to us to make that department a source of revenue, and that under any circumstances we ought not to do so. The result of the assignment made to us by the Government of India for this department was Rs. 55,000 less than nothing. If we considered that it was a just principle to extend and improve this department with the money we got from it, and not to apply it to other purposes, then, so far from benefiting from this department, we should have to make good a sum of Rs. 55,000 per annum.

Then he would go to the Printing Department. Perhaps we printed more useful books and extremely valuable papers than we could induce any one to read. Something might be saved there; but he must explain that the very large saving shown in the estimates for this department was not so much a saving in respect of books which nobody read, as a saving in account which he would explain. The fact was, that it was the practice for the printer of the Alipore jail press to supply printed forms, &c., to the different departments of the Government for which they executed printing work, and having a monopoly the Jail charged very much higher rates than those for which the work could be done in other presses. The charges for printing were enormously exaggerated, and the amount went to swell the jail receipts. That had now been reformed, and we should save a large sum from the nominal expense of printing; but in reality it would only be a readjustment of accounts; by decreasing the printing rates of the Alipore jail, and we should save a large sum in the expenditure on account of printing; on the other hand, we should lose just as much in the diminution of the jail receipts. Therefore he could not hold out any hope of gaining much from the savings in the Printing Department.

The next department he came to was Jails. They were all aware that this was a very important department. The whole of the success of our criminal administration after all rested on the good management of jails, because it was really of very little use that we should have to try prisoners and give verdicts by the aid of the whole machinery of justice, unless the main object was carried out by the sentences of the Courts being duly executed. In this Jail Department the assignment to us from the Government of India was nominally Rs. 20,57,000, but then from that was to be deducted 11 lakhs, which stood on account of receipts from the jails, principally the produce of jail manufactures. Consequently the result was, that instead of getting Rs. 20,57,000 we only got Rs. 9,52,000. Not only that, but there was something else very important. No doubt we got Rs. 9,52,000. But there was a peculiar arrangement which he must explain. In former times, as the Council were aware, prisoners were employed in making roads outside the walls of the jails. That system was put a stop to, and the magistrates of districts very naturally cried out. They said, your improved system of jail management may be all very fine, but our roads are going to the dogs. Having taken away the labor we derived from our prisoners, we ought to get the proceeds of your manufactures, as prison labor was one of the largest sources that we had for keeping in repair the roads throughout the country. The Government conceded this demand, and out of the grants made by the Government of India for expenditure on account of jails, there were included under that expenditure very large sums, including the printing profits, which were really made over for the purpose of making district roads. He found that in the year 1868-69 the sum made over out of the jail account for the maintenance of district roads in Bengal was so much as Rs. 5,40,000; in 1869-70 the sum made over was Rs. 4,00,000, and in the current year 1870-71, which was about to expire, we estimated that it would be nearly Rs. 3,68,000. Thus, speaking roughly, he thought he might say that out of the total sum which we received nominally for jails, in reality on the average a sum of Rs. 4,00,000 was devoted not to jails, but to the repairs of district roads. The consequence was, that if there were any change of system involving a diminution of the profits of jail manufactures, such as the reformed printing charges to which he had alluded, we must make up the sum now expended on account of district roads either from new provincial or from local taxation. In reality we had received for jails only about six lakhs per annum. Considering how large the province of Bengal was, how many were the districts into which it was divided, and how many were the jails in it, he need not say that an assignment of six lakhs of rupees appeared to him very small for the purpose, and that there was no hope of making any saving from this department. The result was rather likely to be very much in the contrary direction. He said so far this reason, that he was very much impressed with this belief that however excellent our jail system might be in respect to manufactures and the profits derived from prison labor, punishment had been to a very great degree sacrificed to the making of profits. He was not about to enter into the question how far for our long-term prisoners the present mode of employing prisoners in manufactures was good: how far the system was likely to deter people from the commission of crimes and at the same time to reform prisoners. It might be, for anything he could state to the contrary, the best system that could be adopted. But for short-term prisoners he thought it was totally impossible to apply that system. He had not had time to go round to the several districts of Bengal, and he had been obliged therefore to take a good deal upon trust. But he had examined the system adopted in the Alipore jail, which was held to be the model jail of Bengal, and he there found that although every endeavour was used for inducing long-term prisoners to learn the system of jail manufactures, there was no proper provision for the

punishment of short-term prisoners, and consequently they were allowed to go and cut grass and do other sorts of light labour, on the presumption that their term was so short that they were not likely to run away. That appeared to him to be defeating the whole object of punishment. He thought that if there was any class of prisoners in respect of whom there should be short and sharp punishment it was these short-term prisoners. The object of their punishment was to impress them sharply in a short time, and let them leave prison with the impression that a jail was a disagreeable place, and that they would not like to come there again. If that was not done it became necessary to substitute for short terms of imprisonment longer terms, which would give them greater opportunities of associating with the more hardened criminals, and thus completely demoralize them. He asked the Jail authorities how it happened that there was no proper degree of punishment for short-term prisoners, and he was told that it was impossible to teach any system of manufacture effectually within a short time, and there was no sufficient means of punishing them in any other way. Although, then, the system of manufacture in jails was carried out to great perfection, and although financially it had met with great success, it probably remained for us to expend a good deal of money in providing effectual modes of punishment for short-term prisoners. For these reasons, far from being able to effect any saving in the Department of Jails, it was probable that the expenditure under this head would go on considerably increasing. No doubt in the account of Jails it might be possible to avoid much additional expenditure, because we might only reduce our jail receipts and jail profits, but if so, the allotment for district roads must be reduced, and must be supplied by local cesses; that was how the jail question ran into the cess question.

The next department to which he came was the Police. The grant for this department was put down at Rs. 52,40,000. But this included a good deal for municipal police, in respect of whom seven lakhs was set down as receipts, and the result was that the real grant was 45 lakhs of rupees. When we looked back to former years, we should find that the Police Department had been submitted to very considerable reduction. He found that the expenditure on police, which amounted in 1868-69 to 61 lakhs, had been reduced in the following year to 58 lakhs. In the year after that it was reduced to 55 lakhs, and our estimate, after considerable revision, was for the coming year 54 lakhs; therefore, as far as the scrutiny of the existing system could go, the Police Department had already been very much reduced. The future of that police would very much depend upon the working of the new Chowkidaree Bill which had been lately passed by this Council, and which he might describe as a Local Cess Bill. He meant the Village Chowkeedaree Act. If the chowkeedars were turned into policemen, the regular police might be reduced. And on the other hand, if we were to maintain as chowkeedars merely the indigenous village institution, why then it would be a serious question whether in reality we could make any large reduction in the regular police. He did not think we could largely reduce that charge unless we could make a total and radical change in the system of the police, because, compared to other provinces, we had by no means a disproportionately large charge on account of the Bengal police. Take the case of the Bombay Presidency. There the charge on account of police in 1870-71 was 37½ lakhs of rupees, but by the reduction to which that charge was submitted under the Resolution of the Government of India it now stood at 35 lakhs. That was to say, the Bombay Government would obtain 35 lakhs of rupees for their police as against 45 lakhs granted to Bengal for that department. Well, now the fact of the matter was this, that Bengal was just about three times as large as Bombay in respect of area and population, while the assignments made to Bengal and Bombay, on account of police, stood in the proportion of about 9 to 7; or to put it more simply, with three times the population and territory, we had only about one-third more for our police than the Bombay Government had for their police. Therefore, he said, unless we were able to introduce very radical changes in the existing police system, we could not expect any further very large reductions from the police department. He would, however, promise that the whole subject of the police should have his most anxious and careful consideration.

He would then take the Educational Department, which was a department which he had described as very progressive in respect of expenditure, as a very growing department, and he thought it was evident that it must be so, because the department was a comparatively young department. We had made certain rules for establishing certain schools and colleges, and had promised that on certain conditions we would give to private institutions grants of Government money. We had established these things in the hope that the demand for education would grow, that we would have more applications for grants of money; and if the size of schools and colleges increased, the expenditure in the Educational Department must naturally increase. There again the question of education ran into the question of local cesses for local education, which the hon'ble member in charge of the Bill to provide for local rates for certain local purposes, had already mentioned as one of the purposes to which some sort of local cesses might some day be applied. As the Council were aware, there had lately been a discussion on the question of education. There were two theories on the subject; one was that you should educate the upper classes, and that education should filtrate downwards; the other theory was, that we should educate the lower classes, the mass of the people, and that education should ascend upwards. He was not going to decide between these two theories. But he was of opinion that we should

work on both these systems, that we should burn the candle of knowledge at both ends: he should wish that the light of knowledge should be capable of burning not only at two ends, but at half a dozen ends if that were possible. Even if we were to continue our present system of education without entering into the question of educating the lower masses, the expenditure of this department must necessarily and inevitably grow from time to time. If we restricted ourselves to the permanent grant assigned to us for education by the Government of India, without the addition of local or provincial taxation, we could not continue in our present course; there must be a check given to all education. He would not anticipate the possibility of such a state of things: he felt sure that the upper classes of the natives, who had felt the benefits of education, and their sons, the rising generation, would become more and more anxious to obtain education; that we should not put a check to it, that we should not cut down the extent of our education; but, on the contrary, that we should manage to maintain our schools and colleges on the system of giving some education to all classes, and therefore we must try and obtain the means for a large increase of expenditure in this department.

He would touch very briefly on the Medical Department. This was the only department, the growth of which had not been checked in the allotments made by the Government of India since the financial crisis. He believed that there was no single member of this Council who would wish that the growth of this department should be checked. He was quite sure that no one would wish to put a check to the medical and surgical aid afforded to the people by our hospitals and dispensaries. The grant for this department was not large, it amounted to Rs. 8,45,000, and it would be necessary to make up whatever amount might be found necessary for the requirements of this department in future years.

Then he came to the Department of Roads and Public Improvements, which were put under one head in the assignments made by the Government of India. It was his misfortune to say that the assignments made to us for these purposes had been very greatly reduced. He held in his hand a statement* (B) which went back to the year 1863-64,

* *File Appendix.*

and was brought down to the present time, and another statement* (C) showing the present income and the funds available for the expenditure. He found there that the assignment made to Bengal for roads and miscellaneous public improvements was in 1863-64 Rs. 24,14,000; in 1864-65 Rs. 28,55,000; in 1865-66 Rs. 27,16,000; in 1866-67 Rs. 29,26,000; in 1867-68 Rs. 24,88,000; and in 1868-69 Rs. 29,59,000. From that period a fearfully rapid decrease in the assignment for roads and improvements was observable. In 1869-70, the first year of the financial crisis, it fell down to Rs. 22,18,000; in 1870-71 it fell further to Rs. 15,78,000; and the grant for future years, under the new system, was Rs. 14,88,000. That was to say the assignment for the coming year was something like half the grants of the years before the financial crisis. That was a great and serious reduction, and we must meet it as best we could. In addition to that deficiency in this department, we were met with a sort of aggravation of our difficulties in this respect for this reason, that when we got liberal grants we made a good many roads, and when we made roads we must have the money wherewith to keep them in repair. To give us roads without giving the means of keeping them in repair was like giving a poor man an elephant. The result of our having made those roads was immensely to increase the expenditure on account of repairs, so much so that out of the total grant on account of roads and miscellaneous improvements the cost of repairs of roads alone was eleven and half lakhs of rupees; and the consequence was that, for the making of roads and other improvements, we had no more than Rs. 2,80,000 available. Notwithstanding the very great reduction made in this department, and the strongest necessity that none but absolutely necessary roads should be undertaken, we had a demand for roads in progress, which were represented to be essentially necessary for the comfort and convenience of the people, while out of the allotment we had only Rs. 2,80,000 left for the construction of roads, he found that the estimate for merely carrying on the roads which were in progress, and which were not already suspended, was Rs. 3,59,000, or half as much as again we had got for this purpose; so that if we were restricted to that sum, we should not even be able to carry out the construction of the very necessary roads that were now in hand, much less enter upon the construction of new roads, or of those which had been temporarily suspended. The principal roads which we had now in hand, and for the completion of which we must provide for, were, first, the road to Cuttack and Pooree, which he need not tell the native members of the Council was one which, in the eyes of all good Hindoos, was most important; then there was another important road between Bhaugulpore and Sooree; there was several bridges on the Daj-cling road; and also several necessary roads on the Eastern Frontier, to Assam, Sylhet, and Cachar, and the districts branching off from them; therefore it must be inevitable that we must either find the funds for carrying on these important and absolutely necessary roads or give them up altogether.

The next was the Department of Civil Buildings. He had explained how our grant for civil buildings had been reduced from the grant of 1870-71. We had for the future a total grant of Rs. 10,86,000 for this department: out of that, after setting apart the necessary expenditure on account of establishments and repairs, we would have for expenditure on new works Rs. 5,74,171. Now, if we considered the immense demand made for civil buildings, he thought we must feel convinced that this sum was inadequate for the purpose. He had only to mention that we had in progress works requiring an expenditure of Rs. 4,53,515, besides many works that had been suspended, and many necessary new works. There was for

instance an extremely expensive work in progress in this place, he meant the great High Court in our vicinity. That High Court was made over to the local Government, and we must make up our minds to finish a work which, it was hoped, would be an ornament to Calcutta, however disagreeable an object to tax-payers. Besides there were a considerable number of district court-houses that were required, and there was also a great demand for sub-divisional court-houses and other buildings. The extension of the system of sub-divisions was one near the heart of the Government, and he believed hon'ble members would agree that the country was likely to derive the greatest benefit from the establishment of sub-divisions all over the country; we must then endeavour, as far as possible, to meet the necessary expenditure for court-houses and locks-up and things of that kind. Then there was the Calcutta University, which, being connected with education, was a matter about which a very great number of people were interested. He had looked with anxiety at the schedule attached to the assignment on account of civil buildings in the hope that the Calcutta University would have been taken off from the provincial allotments, as being a matter of Imperial importance, but it appeared that if it was to be built at all it would have to be built from provincial funds. There were also other important works to which perhaps he need not now more particularly refer than to say that the demand on this account was very considerable. No doubt some of these charges for the construction of jails and court-houses would, in other parts of the world, be met from local rates, and in this respect also the question of provincial taxation ran into the question of local cesses. On the whole, he thought that these expenses should be, for the present at least, met from provincial sources and not from local rates. But the Council would perceive how much this question of provincial taxation ran into the question of local cesses, and how careful we should be to see that local rates were not unduly burdened with expenses not properly belonging to them.

The statements to which he had already referred showed how the grant for civil buildings had been reduced in recent years. And taking the two branches of public works together, he found that in 1863-64 there was assigned for civil buildings, roads, and miscellaneous improvements Rs. 50,76,000; in 1864-65, Rs. 50,41,000; in 1865-66, Rs. 45,44,000; in 1866-67, Rs. 44,01,000; in 1867-68, Rs. 41,33,000; and in 1868-69, Rs. 32,13,000. He should explain that of these assignments a part was devoted to the imperial buildings, of which the Government of India had now relieved us; the deductions to be made on that account for the years down to 1868-69 averaged about 4 lakhs per annum. In the following year 1869-70, excluding imperial buildings, we came down to Rs. 35,73,000; in 1870-71 the grant was further reduced to Rs. 28,91,000; and in the year about to commence 1871-72, after deducting a short assignment for establishments, it fell as low as Rs. 23,55,000, as the permanent provision for future years, or considerably less than half of what we used to obtain in the years before the financial crisis.

To sum up, the result seemed to him to be that we could not carry on the departments made over to us on the very reduced scale which now prevailed; still less could we provide for a fairly liberal normal expenditure; least of all could we provide for the growth of the departments which naturally grew and were meant to grow for the benefit of the people; none of these things could we manage without doing one of two things, either raising more money by provincial taxation for provincial purposes, or throwing upon local cesses a part of the charges hitherto imperial and now provincial. No doubt we must provide from local sources, whether by compulsory rating or by voluntary contributions, for some benefits to the people which they had not hitherto enjoyed—for village roads and other material benefits, and for moral benefit in the shape of the lower but most useful education. That question of local taxation for new objects of a local character he as far as possible kept separate from the question of carrying on the duties already undertaken by the imperial and provincial Governments. As respects these last, he said again that we must provide funds from some source, if we would not fall utterly back and behind the rest of India and let the country relapse into a state worse than under the despotic rulers who, in some degree, by the exercise of unrestrained power, performed some of the functions which we now cast on civilised institutions. It might be possible so to arrange that our prisoners should not actually be let out of jail; that the police should not be abolished; that existing schools and dispensaries should not be altogether shut up, if we put a stop to almost all public works. Public works were no doubt in some degree discretionary, and by resolutely checking the growth of the other departments, they might be checked; but surely such a course would not be worthy of this great province. On the contrary, the cry had always been that too little had been done in Bengal. He would not enter on the question whether or not this might be justified in the past; suffice it to say that we were now told—you have the thing in your own hands, you have complained all this time that too little has been done, you can now raise money and do more. In other provinces increased expenditure might no doubt in one shape or other be met by an increased and increasing land revenue. Here that greatest source of revenue was fixed, no more could be raised; and he thought it was apparent that if we would remove the stigma which had been cast on Bengal, if we would improve and advance, we must put our shoulder to the wheel. It was morally impossible that while other provinces were being taxed we should go free. It would be a scandal that because we had a permanent settlement, and that settlement had been respected, Bengal should therefore go without the most ordinary local comforts and improvements.

As regards the general Government of India, we were very much in the position of a putneedar to whom an estate had been let at a rent fixed for ever. The zemindar was naturally less inclined to improve; he might fairly say to the putneedar you are really the substantial proprietor; you should do it yourself with such assistance from me as my share in the profits fairly represents.

Whatever the cause, we could not look round without seeing that there was truth in the assertion that in material improvements Bengal was behind other provinces. Look at the roads, court-houses, serais, jails, and many other things in other parts of India, and you saw at a glance that Bengal had great needs, and whatever the cause of that difference might be, if it was to be set right at all, we must do it ourselves, or otherwise it would not be done at all.

The conclusion then to which he came with respect to the Provincial Budget was, that we must either arrange to impose some new provincial taxation to meet considerable and increasing wants, or we must directly or indirectly throw a portion of the burden on local cesses.

He was, he once more repeated, very unwilling to propose this last, because, as he said before, it threw a suspicion over our proposals, and weighted those local rates with that which did not strictly belong to them, at a time when we wished to make them acceptable to the people for their own benefit. If, when the time for discussion came, the Council as representing the people, should say deliberately, *If we are to have cesses, we had rather pay a little more, and have no separate tax*, why, they were probably the best judges of that; but his own advice and inclination would be to impose some provincial taxation for the charges hitherto defrayed from the general revenues, and to keep local taxation for local purposes not hitherto so met.

Well, then, what provincial taxation were we to propose? To be frank he had not yet fully made up his mind. He was very anxiously watching the action of the other local Governments on whom also this duty had been imposed, and who were earlier in the field. As far as he had seen, the only really new tax that had been proposed by several of the local Governments was the license tax,—a tax which, in another place, he had described as being a sort of rough income tax on the smaller incomes other than those derived from land; and it would be for them to consider whether we should adopt a similar tax in this province. There were, he believed, certain Bills passed in Madras, of which he had not been able to get a copy, and amongst them he understood a house tax found a place. There had also been a proposal for taxing marriages, but he believed it had been abandoned; also a wheel tax. He understood that proposals had been made for taxing servants and elephants, so as to reach the rich, as was done in England. There had also been at various times proposals for putting a tax on sales and successions; but a difficulty had been found as to the mode in which the tax could be imposed, except in the form of stamp duties, which was a means of taxation reserved for imperial purposes. In some provinces they had for local purposes octroi duties in towns, and ferry tolls, which seemed to him to be something in the nature of transit duties; and there were also ordinary tolls on roads a means of revenue which he should feel very much disinclined to propose to the Council so far as local roads were concerned. However, the matter of taxation was in our own hands, and he had no doubt that a choice could be made of some sort of provincial taxation which might be suitable to the circumstances of this province.

He had said that he had not made up his mind individually as to what should be the form of taxation, but he would make bold to say what, in his opinion, ought not to be the form of taxation. He spoke on this subject with much respect for the opinions of others in and out of this Council, because he was aware that many of the most competent officers, and others, differed from his views on this subject. But he must say distinctly that, in his opinion, it was impossible to meet the deficit in our funds by putting an additional tax on salt. That was a mode which seemed to him to be entirely out of the question. He would take leave to mention the reasons for which an addition to the salt tax seemed to him to be practically impossible. The first reason was this, that salt was reserved as a source of imperial revenue, and therefore we could not make any addition to the tax on salt for our purposes. Perhaps, after that, to give any other reasons would be like the man who gave thirteen reasons for not firing a salute, the first of which was that he had no powder. However, he would give other reasons also.

The next reason which seemed to His Honor to militate against any increase of the existing duty on salt was, that it was already enormously high—in his opinion much higher than anything but extreme financial necessity could justify. It seemed to him that in a country where the staple food of the poorest was of that character which required a large proportion of this condiment, it was a hard enough thing to have recourse to so very heavy a tax on salt for the purpose of raising a revenue, and that no human being would, for the first time, dream of proposing to impose a tax at the enormous rate at which it was now imposed. It was only because it existed and was a fixed branch of the revenue, and because the financial difficulties of the country were so great that though the Government had greatly desired to lower the tax, they had been unable to do so, that the tax was permitted to remain at its present rate. He might quote on this subject a paper written by a very able officer which the late Lieutenant-Governor had left with him, although Sir William Grey did not himself coincide with the opinions therein expressed. The paper to which he had referred expressed the opinion of a gentleman who had had great opportunities of forming an opinion on the subject. He alluded to Dr. W. W. Hunter, who said—

"The high Orissa rates have also destroyed one of the greatest sources of wealth to the province. It is a country of rivers and estuaries, swarming with fish, and fish used to form one of the staple commodities

requirements, that we should accompany a tax of this kind by some tax which would more especially touch the rich. Some native gentlemen had lately told him, since it was understood that the income tax would be taken off, that they would prefer the imposition of an income tax for provincial purposes to anything else. He was not sure whether the Council would consider such a tax admissible, but as far as he was concerned, if the higher classes really wished for it, and the Government of India would permit it, the thing might be considered.

That was all he had to say on this subject of provincial taxation. He would now address himself with the utmost diligence to ascertain what could be cut down, and he would then return to the subject and submit to the Council the sum which it would be necessary to raise for provincial purposes, and after taking the best advice, he would state the means by which he would propose to raise that amount. What he had now said was only in the nature of throwing out suggestions; but as soon as he was able to make a careful examination of the expenditure under the different heads, and had taken advice as to the most acceptable or least unacceptable form of taxation, he would propose to the Council a Bill for the purpose of supplementing the assignments in so far as they might be found to fall short of the most necessary requirements of the different departments.

He had been long in coming to the real subject of the motion before the Council, namely the Bill to be introduced to provide for local rating for roads and communications. The hon'ble member who introduced the motion had well expressed the principle and objects of the measure, and it was not therefore necessary that His Honor should detain the Council by saying much more on that subject. The hon'ble member had entirely cleared the ground as regards the character of that taxation, and His Honor had also endeavoured to clear the ground by showing how provincial taxation might be distinguished from local rating. This Bill was intended to be restricted entirely to local purposes, and the funds that would be raised under its operation would be administered by local bodies for their own benefit. It was the result of long consideration and discussion. It was based on principles laid down by the Secretary of State in conjunction with the Government of India, accepted by the late Lieutenant-Governor of Bengal, and worked out by a committee appointed for the purpose, and presided over by the hon'ble member. No doubt the Council would readily accept the principle that funds raised for local purposes should be administered by local bodies. It was totally impossible that works of mere local improvement should be undertaken from funds derived from the Imperial Government for provincial administration, or even from provincial funds. There were certain things which the people of each locality must do for themselves, and the object of this Bill was to enable the people to do those things for themselves. Indirect taxation was scarcely possible in restricted localities: for local purposes you must resort to that form of taxation which was long known in many countries as local rating, and it was the object of the present Bill to enable the people to raise the necessary funds by that form of self-imposed taxation.

The hon'ble member had alluded to the history of this question, and His Honor need say little more at present on that subject. It was well known that in other provinces considerable funds had been raised by cesses, and expended on local improvements. We had had a different system in Bengal. There were in this province only some moderate funds raised from the profits of prison labor and from ferries and canals, and the question of raising local funds by local taxation for works of local improvement had not previously been much considered. Recently it had been first suggested in connection with the question of the education of the people. He believed that the objection had been raised, and he thought fairly raised, that it would not be fair to lay on the land alone the whole burden of the popular education. It was also stated that there was in Bengal a large amount of voluntary effort in the way of education, and it was said that it would not be desirable to stifle those efforts by a system of compulsory rating. That objection was made in Bengal and had been made in England. In the end the difficulties regarding an educational cess were found to require so much consideration that it was determined to introduce first a Bill to provide for the most necessary material improvements. So much, as he had said, had been settled before the scheme of provincial finance had been resolved upon. He might perhaps be in a position at some future period to propose a Bill for the purpose of improving and extending local education. At the same time he must distinctly declare that if we adopted the Bill now before the Council, we would be in no degree pledged to apply the same principle to an educational cess. He threw out as a suggestion, for the consideration of the members of the Council and others, whether it might not be possible as respects education to propose the adoption of the principle that had been lately introduced in England, by which where voluntary efforts sufficed to supply a sufficient amount of education, no local taxation was imposed, but where voluntary efforts failed, a local rate was imposed. The hon'ble member in charge had introduced his motion for a local road Bill in the most general terms, as the Bill had not yet been completed in its full details. He had told the Council that the Bill was one for the improvement of local communications. Before the Bill was submitted it would be carefully considered, and possibly after full consideration it might be found desirable to make considerable modifications in it. The Council would have the most ample and full opportunity of seeing the Bill as a whole and in all its details, and he trusted, therefore, that they would not hesitate to adopt the motion now before the Council that leave be given to bring in a Bill to provide for local rating for certain local purposes, viz. for roads and communications.

The Hon'ble Ashley Eden said he did not propose to follow His Honor the President on the question of local taxation, but only desired to express his general concurrence in the views that had been expressed. But as allusion had been made to those who were strongly in favor of an increased salt duty in lieu of direct taxation, and as he had taken an active part in supporting that view, he thought that he might be permitted to give his reasons for the notions which he entertained on the subject. He should like to state his reasons for not considering the arguments that had been adduced by the hon'ble the President against an increase of the salt duty as altogether conclusive.

First, it was said that salt was an article of imperial revenue, which we were therefore unable to tax. No doubt if the Council was to sit down and propose to pass a law for raising the duty on salt this objection would be absolutely unanswerable, and obviously if the Government of India would not consent to our raising funds for provincial services by an increase of the salt duty, there was an end to the matter. But what he desired to urge, and what those who thought with him desired to urge, was that if it could be conclusively shown that the salt tax was the best mode of raising the necessary increase to taxation for provincial purposes, and the mode was in accordance with the wishes of the people who had to be taxed, it would be open to the local Government to ask the Government of India, in lieu of all other local taxation for provincial purposes, to agree to the imposition of a small addition to the existing duty on salt for local purposes. Every one fully admitted that this Council could not impose a tax on salt: all that it was desired to urge was that the Government of India, in lieu of pressing us to raise local cesses of an irritating and wasteful character, might themselves do all that was necessary by this indirect form of taxation, to which nobody raised any sort of objection, and in fact which nobody knew that they were paying.

The second reason that had been given against an increase of the duty on salt was that the tax was already so high that no one would be likely to agree to its imposition at its present rate if it were now for the first time proposed to levy such a tax. As to this objection, he admitted that the tax on salt was high compared with the intrinsic value of the article; but he wished to point out that notwithstanding the high rate of the duty, the price of salt including the duty was no higher now than it had been from the beginning of our rule in India, and was less than it had been twenty years ago in consequence of the large importation of foreign salt and improved transit. The price of the salt commonly used by the lower classes was less than two annas per seer, and had continued at that rate for a long time; yet the first investigation into the subject of a salt tax in the early days of our rule in India showed that two annas was the retail rate: so that practically at the first levy of this duty the tax had been just as much felt by the consumer as now, and more so; for although the price of every other article of consumption had largely increased, although the price of labor and the rate of wages had much increased, though the value of money had decreased, the price of salt remained what it was when we first came into this country. And he could not see how, in the face of that, anybody could hold that the salt tax was too high. A further proof was to be found in the fact that the annual consumption of salt had nearly doubled and was going on increasing, and that the revenue derived from salt had increased at a rate at which no other branch of the revenue had increased. Surely if the salt tax was too high, there would have been some falling off in the consumption of salt; but on the contrary the revenue from salt had increased at a rate in excess of every other branch of the imperial revenue and quite in excess of the nominal increase attributable to increase of population.

With regard to the paper from Mr. Hunter that had been read to the Council as conclusive evidence of the impropriety of taxing salt, he did not pretend to be able to follow or understand the arguments of the writer; but so far as he was capable of understanding them, they amounted to this: that because the people of Italy and Greece eat salted fish, and because Mr. Hunter fancied he traced something in common between the Ooryah and the Greek and Italian, therefore the people of Orissa would make salted fish one of their staples of food if the salt tax was not so high, and that their present state of ill health and suffering arose from their not eating salt fish. But, as he (Mr. Eden) had said before, the price of salt had not increased in consequence of the high rate of duty put upon it: the price was the same now as it had been many years ago. The people of Orissa never had been in the habit of eating salt fish: they would not touch it if they got it for nothing; and he could not therefore conceive any argument more ridiculous than that under which the change in the state of the public health in that province was attributed to want of salt fish. It showed a lamentable ignorance of the habits of the people to make such an assertion.

Then again it was said, if an additional tax was put upon salt, there would be greater temptations to carry on a smuggling trade in salt, and as a proof of this it was said that the people of the North-Western Provinces eat a great deal of untaxed salt. That might be true as to other parts of India: it was a point on which he was not qualified to give an opinion; but the argument could hardly apply to Bengal, with which province alone we had to deal. Here it was quite impossible for the people to obtain any salt that was not taxed, except in one or two districts in Behar, and certainly this extraordinary facility of consuming untaxed salt was not consistent with the destruction of the public health for deficiency of salt to cure fish with.

Next it was said that salt could not bear an additional tax. It appeared to him that when we came to consider that each person consumed on an average six seers of salt per annum at the outside, and that a small increase of duty, say four annas or eight annas per maund, would yield more than all the local taxes put together, it was quite clear that not a single person in the country would know that he was paying any additional tax at all: what was four annas or eight annas per maund to the agricultural laborer who only eat the seventh part of a maund in the year compared to a cess on land or a house tax. Even those who knew that the salt which they consumed had been subjected to the payment of a duty, did not know how the tax was paid or collected.

Then it was said that an increase of the salt tax would have the effect of shifting the burden from the rich and putting it upon the poor. But he thought that such an argument could hardly bear examination: it was one which had often been used and was often refuted. For although probably the poor man consumed as much salt as the rich man, yet if we took into consideration the peculiar relations of the rich with the poor—if we considered the number of retainers that the richer classes of the natives had always about them—it would be found that the apparent inequality did not in fact exist; for every native was accustomed to feed his retainers, and they therefore not only paid the tax themselves, but for all their retainers as well, where a poor man paid a single rate, the rich man paid 10, 20, 30, or 50 rates as the case might be. Any way, if the tax was heavy on the poor man he would not be slow to shift it, by the increased price of labour, to the rich. Any tax to bring in anything at all must be levied on the masses, and not on the few rich men of the country, and he understood the object of the cesses to be to reach the masses. He was quite sure that any tax which did not reach the lower classes would bring us very little.

As to a tobacco tax he desired to say this, that after careful consideration, the late Lieutenant-Governor, Sir William Grey, came to the conclusion that a tax on tobacco and a tax on salt were based on the same principles, if the fact were honestly stated without reference to mere sentiment. Everything that could be said against a tax on salt, could be said against a tax on tobacco. Tobacco, though some chose to call it a luxury for the sake of their argument, was just as much a necessary of life to the native as salt. But there was this to be said in favor of a tax on salt, that it was levied with very great facility, it was levied like a still-head duty on spirits at the place of production or importation, and without the very slightest direct interference with the consumer; there were no collectors and tax-gatherers, all was done by the officer of customs; whereas the collection of a tax on tobacco would require the employment of an enormous establishment, let loose to plunder the people; and even with such an establishment the proper collection of a tax on tobacco would be absolutely impossible when we came to consider that in every little garden in the country tobacco was grown and manufactured for home consumption by the people themselves. The only way to levy a tax on tobacco effectually in these provinces, except possibly by an absolute prohibition of the cultivation of tobacco was by cultivation licenses, and he hoped that no one in the present day would advocate such a proceeding as that. On the whole, he thought the case was simply this, that if we wished to have any great sum of money, we must have a tax which everybody must pay, whether he liked it or not. The much abused income tax with all its interference and wrong could not possibly bring in any amount similar to what would be obtained, without its being in any way even felt as a burden to the people, by an increase of the duty upon salt.

Mr. ROBINSON said, as the hon'ble member who had just spoken had alluded to this subject of the taxation of salt, he wished to take the opportunity of stating that it had always appeared to him that the objection to the salt tax, as a tax on the poor, was only a sentimental one; he had never heard anything that could be called an argument urged against it. It was entirely in defence of the poor, especially in Bengal, that he was in favor of an increase of the salt tax in preference to any other form of taxation, if it were necessary to tax the poorer classes at all. In the first place, such a tax could be collected without any additional expense to the Government; and an increase to the salt tax might be infinitesimal, and yet yield a greater revenue than almost any other scheme of taxation that could be devised, requiring the cost of new machinery for its collection.

Another reason for his preferring an increase of the salt tax was most strong in favor of those very classes which it was the general wish of every one to protect from the burden of taxation, namely, the very poor classes of the people of Bengal; because the tax would be collected without the direct agency of any officer of the Government, and without any assessors or collectors entering any village or making any direct application to the people at all—without the people being called upon to make any returns or to attend any officer in consequence of any assessment, or being in any way personally interfered with or harassed in the payment of the tax.

For these reasons he had always thought that an increase of the salt tax was the very best way of raising additional revenue. There was nothing that the people detested, there was nothing that they objected to so much, as any form of Government demand which brought them in direct communication with the officers of Government. On these grounds, as the subject had been raised, he would beg to say that he hoped that the question of an increase of the duty on salt in Bengal would be fully considered, if the poorer classes must be taxed, dismissing all sentimental objections to this form of taxation. And

if any means could be devised for ascertaining the feelings of all classes who would have to pay an increased tax, he was perfectly certain that they would, in preference to any new form of taxation, elect to be subjected to that which he had ventured to recommend.

BAROO DIGHUMBA MITTER said, he had no wish on this occasion to make any remarks on the Budget Statement which our President has done us the honor to lay before us; in fact he was under the impression that there would be no discussion upon it to-day. But as some of the hon'ble members had already opened the question as to what would be the most suitable form in which additional taxes could be locally raised to meet the anticipated deficit in the local budget, he deemed it right to say a few words on the subject. It was rather hard that while the Imperial Government had retained in its hands all the known and available sources from which revenue had been hitherto derived, the local Governments should be called upon, by a strange and rather questionable policy of financial decentralization, to supply the deficit caused by the transfer of certain services to those Governments. That deficit, though apparently only 33 lakhs, was in reality very nearly double that amount; the allotments for those services having been made on the basis of the budget grant of an exceptional year. It was not easy in this country, as the Imperial Government must know well enough, to discover new sources for taxation; but if from imperious necessity a choice was to be made amongst the existing ones, he perfectly agreed with the two hon'ble members who had preceded him, that an additional duty on salt was the least objectionable mode in which an additional revenue could be raised, and he said this, to the best of his belief, more in the interest of the poor than that of the rich. No tax could be productive in this country which did not reach the poor, because they constituted unfortunately ninety per cent. of the population, and unless it was meant to exempt them altogether from contributing to the additional necessities of the State, no other scheme of taxation that he was aware of, would be more acceptable to them than the one contended for by the hon'ble members. And he ventured to say that if his countrymen were polled on the question, they would almost unanimously vote for it.

A tax on tobacco, to which allusion has been made by His Honor the President, was no doubt one which would reach the masses; but considering the thrifty and provident habits of his countrymen, he certainly thought it would not be productive, at any rate not permanently so. It was an article which had come largely into use only since the last fifty or sixty years. It was hardly known in our country a hundred years ago, and if a heavy duty was put upon it to make the tax productive, besides the oppression in various ways which the imposition of a new tax must necessarily entail, and that principally upon the poor, by calling into existence a new machinery for the assessment and collection of the tax, the consumption, he felt confident, would be sensibly reduced within a short period.

Both this and the cess on land proposed to be levied would fall on the poor, and he was not prepared to say that those taxes would be less burdensome or oppressive to them than if the sum contemplated to be levied upon them were raised by an additional duty on salt. He had already placed on record his views as to how this additional salt duty was to be supplemented by another tax which would fall exclusively on the rich, and he need not refer to it now. He reserved whatever he might have to say on the principle of the proposed local road cess measure when leave was asked for the reading of the Bill in Council.

RAJAH JOTENDRO MOHUN TAGORE rose to address the Council when—

THE ADVOCATE GENERAL rose to order. He said he rose simply with the object of suggesting that he thought it was not desirable that this discussion should proceed. The motion before the Council, as he understood it, was the introduction of a Bill for a specific purpose, the object and character of which were stated by the hon'ble member in charge of that Bill in a most general form. His Honor the President had then, he (The Advocate General) was sure to the lasting satisfaction of the Council, made a general statement with regard to taxation. He conceived that this was hardly the time or the occasion for hon'ble members, to ventilate their opinions on the subject, as to whether or not a particular tax, which was not in any possible way connected with the motion before the Council, was desirable. He hoped he should not be considered to be dictating to the Council in making this observations but he did think that this discussion should not be further proceeded with.

HIS HONOR THE PRESIDENT said, his feeling undoubtedly was that this discussion was irregular; but at the same time he must admit that that irregularity had no doubt been commenced by himself in taking the opportunity, when making the Budget Statement, of going into a somewhat wider field than a mere statement of the receipts and expenditure of the year. He felt that he should apologize to the Council for that irregularity; but he believed that as this was a very important occasion, he might claim their indulgence, and, to a certain extent, suspend the Rules in his own favor, in making the statement he had made. He was quite willing to admit that it was the right of hon'ble members to meet the statements which he had taken on himself to make to the Council. At the same time, since one or two hon'ble members had already expressed what he felt to be the case, that all the members of the Council were present and could not be expected to be in accord with all the particular views he had ventured to throw out, it might be sufficient that he should tell hon'ble members that the suggestions they had thrown out would have the most careful and respectful consideration of the Government.

He could say with respect to what had fallen from the hon'ble member on the right (Mr. Robinson) that he felt to the full as much as the hon'ble member that we should

attempt to get at the views and feelings of the mass of the people. When he spoke of the people, he meant not only those who were educated and spoke English, but the mass of the people themselves. To find a means to get at the feelings and wishes of the people had been the subject of his most anxious consideration. On a recent occasion, when a gentleman presented a petition to this Council, professing to be on behalf of the ryots, he took upon himself to ask whether any hon'ble member would undertake to represent the opinions of the ryots. No hon'ble member took advantage of that occasion to express himself as an exponent of the wishes of the ryots; and perhaps he might say that there did not seem to be amongst the gentlemen in this Council any one who could be considered a representative of the masses. The gentlemen who composed the non-official element in the Council must be taken chiefly to represent the upper strata of European and Native society; there was no member among them who could say that he was a representative of the proper people; and he had found extreme difficulty in finding anywhere any person who could fully inform him of the feeling of the masses of the people. He did not know whether we could introduce the system of polling or manhood suffrage, and things of that sort that might be somewhat difficult. At any rate he could say this, that through the instrumentality of the local officers and others the Government would endeavour to become acquainted with the feelings of the masses of the people. Strong as his own opinions were, if he should really be convinced that the masses of the people—in the sense of the lower strata of society and not of the upper classes only, the people on whom the real burden would fall—really preferred to have an increased duty on salt to any other form of provincial, as distinguished from local, taxation, and if such a thing were possible, he would be ready in this and in other things to yield his own opinion to the wishes of the people who were to be taxed. But as respects the salt tax, he did not think it could be done; they must remember that it was the last straw that broke the camel's back.

It appeared to him, however, that we had already gone far enough in the path of irregularity in discussing the question of provincial taxation as distinguished from local taxation, which latter was the subject now before the Council. He had laid before them all the information that he at present possessed, and some considerations in regard to provincial taxation, but he was not now prepared to submit any definite proposition on that subject. The matter now before the Council was a Bill for the purpose of local rating; and therefore if, after the promise he had given hon'ble members that their views should be most fully considered before a scheme for provincial taxation was introduced—if hon'ble members should think fit not to carry on that discussion at present,—he thought it might be desirable to confine ourselves to the consideration of the subject at present before us.

RAJA JOTENDRO MOHUN TAGORE said that after what had fallen from His Honor the President he would not at present go into the question of the salt tax. But with regard to the question of local rating, he would only say that as the Bill was not before the Council we could not discuss its principles; but by not opposing its introduction he wished it to be understood that he did not in any way commit himself to the adoption of the measure.

BANOO DISUMBER MITTAL said it was not his wish, as he had already observed, to say anything at the present moment on the principle of the proposed measure, but he might as well observe that if the repairs of the district roads should have been estimated to cost 11 lakhs of rupees, and if the imperial grant for roads be 13 lakhs, as he found from the budget statement, where then was the necessity for a road cess. So far as the construction of new roads was concerned, he thought such works should be undertaken mainly on a self-supporting principle, and towards that end tolls should be levied on the traffic thereupon. Not only did he think this to be the correct principle upon which roads should be constructed and maintained, but that a strict adherence to it would be a great check to the opening of roads which were not dictated by the actual necessities for the time being. (THE PRESIDENT here corrected the speaker by saying that the estimated cost of 11 lakhs for repairs had reference only to imperial and not district roads.) If the estimate, as he now found, had reference only to the repairs of imperial roads, then of course his remarks did not apply.

The motion was then agreed to.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH postponed the motion, which stood in the list of business, for the consideration of the report of the Select Committee on the Bill for the better regulation of markets in Calcutta.

The Council was adjourned to Saturday, the 1st April.

Appendix:

STATEMENT A.

Statement showing Provincial receipts and expenditure 1869-70 to 1871-72.

DEPARTMENT.	Actual expenditure 1869-70.	Grant 1870-71.	1871-72.				
			Net Grant (being all-amount as per resolution minus proportion of Rs. 50,000)	Savings 1870-71.	Total.	EXPENDITURE.	
						Departmental estimate.	Bengal Office estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jails ...	21,44,300	21,82,000	20,57,717	70,469	21,34,186	25,47,000	22,13,673
Registration ...	3,14,045	3,00,000	3,45,226	12,841	3,58,067	2,68,802	3,61,345
Police ...	58,10,222	55,57,570	52,40,700	1,04,741	54,55,531	56,37,007	54,55,039
Education ...	21,53,568	23,43,846	22,10,247	82,136	22,02,383	25,92,885	24,01,909
Medical ...	7,04,865	8,97,131	8,45,908	31,447	8,77,445	10,25,371	9,81,037
Printing ...	3,49,892	4,17,321	3,92,631	11,035	4,03,669	4,67,940	3,20,010
Roads ...	22,18,280	15,78,000	11,88,100	55,100	15,13,200	*18,09,545	.....
Civil Buildings	13,55,651	13,13,170	10,50,200	3,793	10,80,245	†16,06,817	.....
P. W. Establish- ment	11,00,000	6,00,000	6,50,000	24,533	6,84,433	8,50,000	8,50,000
Tools and Plant	.....	53,800	50,700	1,897	52,597		
Total ...	1,01,58,803	1,54,08,830	1,43,42,412	5,32,900	1,48,75,312	1,09,18,393	

* Available Rs. 28,070.

† " " Rs. 5,74,161.

STATEMENT B.
PROVINCE OF BENGAL.

Statement showing the expenditure incurred on Original Works and Repairs during the seven years from 1863-64 to 1869-70, and the grants for 1870-71 and 1871-72.

YEARS.	CIVIL BUILDINGS.			ROADS AND MISCELLANEOUS PUBLIC IMPROVEMENTS.			Grand Total.
	Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1863-64 ...	28,91,058	3,70,273	*26,01,391	17,68,803	8,49,090	24,14,963	50,76,393
1864-65 ...	19,17,001	5,71,000	*21,88,007	10,99,000	9,53,510	20,51,110	50,41,207
1865-66 ...	18,00,628	6,27,183	*18,27,811	10,74,054	7,11,294	27,10,248	45,44,539
1866-67 ...	11,27,567	3,37,145	*14,74,732	22,65,330	0,71,144	29,20,404	44,01,226
1867-68 ...	12,50,067	3,33,205	*16,44,864	17,80,897	7,07,949	24,89,681	41,33,547
1868-69 ...	18,59,711	3,90,321	*22,50,032	21,10,736	8,35,978	29,51,708	52,18,880
1869-70 ...	10,78,345	2,82,288	13,55,651	18,02,851	8,55,429	26,18,280	37,73,931
Grants { 1870-71 ...	6,14,000	3,99,167	10,13,170	6,16,000	6,68,000	15,78,000	29,01,170
{ 1871-72 ...	5,74,161	4,00,000	9,74,161	2,30,070	11,40,000	13,80,970	†23,55,131
Total ...	1,20,18,235	39,60,028	1,58,00,101	1,40,00,946	75,30,497	2,15,31,443	3,73,30,604

* Less Imperial Civil Buildings average 4 lakhs per annum.

† This amount differs from the "Grant for Departments" provided in Financial Resolution after reduction, viz., Rs. 25,04,016, by Rs. 1,18,880, which is the excess of proposed grant Establishment, Tools, and Plant, viz., Rs. 5,50,000 over the grant for that service as per resolution above referred to.

F. R. ROYCE,
Controller of Public Works Accounts, Bengal.STATEMENT C.
PROVINCE OF BENGAL.

Statement of Public Works assets and estimated expenditure.

PARTICULARS.	Actuals for the year 1869-70.	Grant for 1870-71.	1871-72.					
			Grant for Departments.	Grant for Establishment and Tools and Plant.	Total grant for the year going.	ESTIMATED EXPENDITURE.		
						Repairs.	Establishment and Tools and Plant.	Balance available for new works.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Roads and miscellaneous Public Improvements.	22,18,280	15,78,000	16,07,970	4,11,000	18,76,970	11,50,000	4,98,000	2,20,970
Civil Buildings ...	13,55,651	*13,13,170	10,50,041	2,90,117	10,20,101	4,00,000	2,62,000	3,74,161
Total ...	35,73,931	*28,91,170	26,58,014	7,01,117	32,05,131	15,50,000	8,60,000	8,05,131

* Actual grant from actual for Imperial Civil Buildings, Rs. 1,31,550.

F. R. ROYCE,
Controller of Public Works Accounts, Bengal.

Correspondence about the discovery of limestone in the sub-division of Burpettah in Assam.

From COLONEL W. AGNEW, Officiating Commissioner of Assam, to the Secretary to the Government of Bengal, Revenue Department,—(No. 78, dated Gowhatty, the 6th April 1870.)

I HAVE the honor to forward, for submission to the Hon'ble the Lieutenant-Governor, the annexed copy of a letter from assistant commissioner, Mr. A. C. Campbell, reporting the discovery, in mouzah Door Champagoorie, of a substance which there seems to be no doubt is good limestone. The mouzah is situated in the Burpettah sub-division, and lies about twenty-four miles north of the station of that name; and if Mr. Campbell be correct in his surmise that he has found extensive beds of limestone there, he has undoubtedly made what may indeed certainly well prove a discovery of the greatest value.

2. I shall forward to Government by Major Comber, who is about to proceed to Calcutta, a specimen of the stone and of the burnt lime, and should they be favorably reported upon by competent authority, I beg leave to suggest that if the services of an officer of the geological department be available, they may be placed at once at my disposal, as there is still time before the rains set in for the locality in question to be examined and its capabilities ascertained. Until the extent and value of these is known, I shall request Mr. Campbell not to grant a lease to any one to quarry limestone; and the terms on which such leases should be granted will hereafter be submitted through the Board of Revenue if Mr. Campbell's discovery be favorably reported on.

From A. C. CAMPBELL, Esq., Assistant Commissioner of Burpettah, Assam, to the Deputy Commissioner of Kamroop, Assam,—(No. T—A, dated Camp Bojali, the 19th March 1870.)

I HAVE the honor to report the existence of beds of limestone in mouzah Champagoorie, on the slopes of the hills which form the northern boundary of that mouzah.

2. The locality where the lime strata are, is at an elevation of about 300 or 400 feet above the surrounding country, on an extensive plateau covered with grass and tree jungle, which is approached through a line of country, the rising of which is so gradual, that no symptoms of an ascent are observable until, on looking back after reaching the spot, a view is obtained of nearly the entire district on both sides of the Berhampooter.

3. Until the lime locality is visited by a practical geologist, it is impossible to ascertain the precise limit to which the strata extend; but so far as my unprofessional knowledge enables me to judge, I am of opinion that the supply of lime is unlimited. I examined about four or five miles of country about the locality, and I noticed throughout that the lime strata cropped up in numerous places above the surface. As I have no doubt that the strata are more or less connected with each other, the inference that may naturally be drawn is that these limebeds are of very great extent, and if properly worked will be sufficient to supply the whole of the province, as well as Eastern Bengal with lime.

4. The closest water communication to the spot is a small stream about four miles from it, called the Khar Khoot, which is navigable throughout the year for dugouts of twenty or thirty maunds burthen, and in the rains native crafts of any burthen can navigate it. A good road might be made to the river from the lime beds at a cost of Rs. 1,000.

5. The supply of fuel in the neighbourhood is abundant, as the low hills near about it are covered with forest.

6. Several natives of this sub-division are already anxious to obtain pottahs to work the lime beds. I have not given them encouragement to present formal applications, but I would be glad to obtain your instruction on this point.

7. I beg to forward by the accompanying messenger a specimen of the lime rock as quarried out of the earth, as also a parcel of lime prepared by burning some stone similar to the specimen sent. I beg to add that a very strong heat is required to convert the stone into lime, and I employed, for this purpose, charcoal kept ignited by the blast of a smith's bellows. Insufficient heat alters the stone to a blackish mud colour and appearance.

From H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Superintendent of the Geological Survey in India,—(No. 3003, dated Fort William, the 28th July 1870.)

I AM directed to forward the accompanying copy of a letter* from the Commissioner of Assam, together with a box containing a small quantity of limestone discovered in the Burpettah sub-division, and to request that you will be kind enough to submit a report on the properties of the limestone.

* No. 75 dated 6th April.

From H. B. MEDLICOTT, Esq., Officiating Superintendent, Geological Survey of India, to H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal,—(No. 825, dated Calcutta, the 8th August 1870.)

In reply to your letter No. 3008 of 28th July, I have the honor to submit the following remarks upon the sample of limestone forwarded therewith from Champagoorie, in Assam.

2. An average piece of the mass sent yielded to analysis 85 per cent. of carbonate of lime and 5 per cent. of impurities (sand, clay). It is a very rich limestone, i.e., it would yield a pure, fat lime, having no hydraulic properties itself, but capable of receiving a proportionably greater amount of sourki or other admixture for the preparation of mortar.

3. The texture of the stone at once betrays its mode of formation and occurrence, giving almost conclusive presumptive evidence that Mr. Campbell is mistaken in his description of these conditions when he speaks of the rock as occurring in continuous beds. The distinction is an important one geologically, and as affecting the opinion to be formed as to the abundance of the rock.

4. It is calcareous tufa, accumulated by the evaporation of drainage or spring water holding lime in solution. Its occurrence is therefore manifestly uncertain and not to be counted upon as if it were an out-crop of a bedded limestone, nor does its appearance give any presumption that more solid limestone occurs in its neighbourhood: the disintegration of a rock containing a very small proportion of lime is sufficient, under favorable circumstances, to produce large accumulations of this tufa.

5. There is, on the other hand, no knowing to what extent this formation may or may not have accumulated in any spot, and Mr. Campbell's discovery may prove a most valuable one; considering the dearth of lime in Assam, it is well worth while to prosecute the search. But there can be no need of a geologist for this purpose, as may be surmised from what I have said. By noticing the form of the ground where it has been found, some clue may be obtained to likely positions elsewhere. It is simply a question of poking about in the jungles.

6. A large proportion of the lime used in Rohilkhand and Upper India generally is obtained from a tufa like this one, formed locally at the surface from the washing of the calcareous sandstones of the Sivalik formation. The deposits at Champagoorie are probably in every way analogous.

From H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of Assam,—(No. 3259, dated Fort William, the 18th August 1870.)

I am directed to acknowledge the receipt of your letter No. 78 dated the 6th April last, with enclosure, reporting the discovery, by Mr. A. C. Campbell, of a species of limestone in mouzah Door Champagoorie, in the Burpettah sub-division, and forwarding a specimen of the stone in question.

2. In reply I am to forward the accompanying copy of a report* by the officiating superintendent of the geological survey in India on the properties of the limestone, and to request that, in view to ascertaining the actual extent and value of Mr. Campbell's discovery, you will be so good as to direct that officer to carry out a search in the manner proposed by Mr. Medlicott.

3. The Lieutenant-Governor approves of your suggestion regarding the grant of quarry leases.

Memorandum from COLONEL J. E. T. NICOLLS, R.E., Secretary to the Government of Bengal, Public Works Department, to the Officiating Secretary to the Government of Bengal, Revenue Department,—(No. 287, dated Fort William, the 18th January 1871.)

With reference to the officiating under-secretary's endorsement No. 3260 of 18th August last, with enclosures, relating to the discovery of a species of limestone by Mr. Campbell, assistant commissioner at the Burpettah sub-division, in utilizing which the public works department in Assam might, it was remarked, be able to assist, the undersigned is directed to state that a copy of the papers received with the above endorsement has been forwarded to the commissioner in that department, and to suggest that, in giving leases for lime, &c., some reservation should be made in favor of Government.

From A. C. CAMPBELL, Esq., Assistant Commissioner of Burpettah, to the Deputy Commissioner of Kamroop,—(No. 218, dated Burpettah, the 6th March 1871.)

With reference to the correspondence marginally noted, I have now the honor to submit a further report on the discovery of lime deposits in mouzah Champagoorie.

In compliance with a demi-official request made to me by the executive engineer, Lower Assam division, I caused experimental excavation to be made at the localities where the lime specimens were first found. The results, although comparatively satisfactory, yet tend to

* This office letter to the deputy commissioner, Kamroop, No. dated 10th March 1870.

Government letter to the commissioner of Assam, No. 3251 dated 18th August 1870; and superintendent of geological survey of India's letter to the secretary to the Government of Bengal, No. 1215 dated 8th August 1870.

show that the original opinion entertained of these deposits occurring in continuous strata is incorrect, and that the theory of their formation given in the report of the Government geologist is quite accurate.

3. About 3,000 maunds of stone have been quarried from along the banks of a dry nullah. The depth of the excavations in no place exceeds six or eight feet; the deposits were of irregular thickness. In some places they had formed rocks of considerable size, whilst in other parts they merely covered the banks to the depth of a few inches. The extent of ground from which the above 3,000 maunds of stone were extracted is about 150 or 200 yards in length along the banks of the nullah above described.

4. The cost of extraction of the stone, and conveyance of about half of it to the banks of a river from where water conveyance to Burpettah and Gowlparah is available in the rains, is under Rs. 200. The transit charges to Gowlparah are not likely, in my opinion, to exceed Rs. 15 per 100 maunds, which, with the expenditure already incurred, will cause the total cost of the stone delivered at a marketable locality to be about Rs. 25 the 100 maunds. Considering the rates which now obtain for lime-stone elsewhere, the above results appear favorable, and show that if the stone can be found in sufficient quantities, it can be quarried so as to prove remunerative.

5. In the immediate neighbourhood of the experimental excavations above twenty more spots have been discovered where these deposits exist; but of course until they are worked it is impossible to say to what extent and depth of thickness the stone has formed. Some of these places are on perfectly level ground, but I am inclined to think that they may have at one time formed the margin of rivulets, the beds of which have been filled up by the deposit of silt.

6. About ten miles from the experimental workings I visited the bed of a mountain stream called the Ogrong, and found that lime-stone deposits of the same kind as that now under consideration exist on both banks to a very great extent. Judging from the exposed portions of rocks only, I would estimate that the supply is as abundant as could be desired. The water of this stream, and of the springs falling into it, is so strongly impregnated with lime, that in places from which the water has recently receded some of the dry boulders are covered with a thick white crust, which, on trial with vinegar, I found to be almost pure lime. In some parts along the course of the stream tufa may be seen in process of formation; this is discernible most conspicuously at places where smaller streams or springs fall into the main one by precipitous descent. The line of the fall is marked by a broad white pathway caused by the adherence of lime to the rocks over which the water passes. The accretions are thicker at the bottom than at the top, and vary in denseness according to the lime they have been forming. In some parts of the banks these accretions have increased so as to cause landslips by over-weighting the bank, and I observed large masses of lime tufa which had been evidently dislodged from the positions where they had formed and were lying in the bed of the river.

7. Notwithstanding the strong impregnation of lime in the water of this stream, it does not seem injurious to animal life. When I visited the spot, a colony of Bhutias were encamped on the banks, along which were picketed about eight hundred or a thousand head of a magnificent cattle which had been brought from the interior for the luxuriant pasturage obtained on the slopes of the lower hills. The only water used was that obtained from this stream, and it did not seem to have disagreed with either man or beast.

8. The result of my explorations may be summed up as showing that the discovery of lime in Champagoorie is less valuable than what I supposed it to be prior to the receipt of the report of the Government geologist. His account of the origin of the formation, as already stated, is quite accurate. Although the lime tufa in the immediate vicinity of the spot where it was first discovered is by no means exhausted by the excavations which have been made, yet the supply is limited. The fresh deposits which I have discovered appear at present most extensive, but it remains to be seen whether they can be worked to an advantage. The expense of carriage is the chief outlay, and, in the absence of roads and wheeled conveyances, would materially affect results. As the same formation of country as that noticed in Champagoorie continues all along the base of the hills to the Monass, I have every reason to believe that abundance of lime tufa exists in that direction, and if it could be found in proximity to water conveyance, there can be no doubt that it would well repay working.

From B. H. Wilson, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of Assam,—(No. 1162, dated Fort William, the 29th March 1871.)

1. I am directed to acknowledge the receipt of your memorandum No. 36 dated the 13th instant, with its enclosures, submitting a further report from the assistant-commissioner of Burpettah on the discovery of lime deposits in mouzah Champagoorie.

2. The Lieutenant-Governor desires that his thanks may be conveyed to Mr. Campbell for his report. The entire correspondence on the subject will be published in the gazette.

3. In compliance with the request contained in paragraph 2 of your memorandum, I am directed to forward herewith twelve printed copies of the correspondence.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 18th March 1871 on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.		
Total traffic for the week ..	115,841	1,73,708 7 2	15,981 1 4	636,374 10	3,78,810 11 5	34,727 1 2	59,638 2 7		
Or per mile of railway ..		135 13 2	12 0 0	...	296 1 0	27 2 12	46 11 10		
For previous 10 weeks of half-year	1,043,510	15,86,190 5 0	154,393 2 9	6,530,344 0	38,70,414 5 8	354,354 12 11	595,216 0 1		
Total for 11 weeks ..	1,158,351	17,59,902 12 8	161,324 6 0	7,166,728 10	42,49,058 0 6	389,081 14 2	655,854 2 8		
COMPARISON.									
Total for corresponding week of previous year ..	95,317	1,55,970 4 4	14,252 0 6	764,355 20	3,90,410 10 21	35,788 3 10	50,040 8 4		
Or per mile of railway corresponding week of previous year ..		137 7 0	12 12 1	...	345 8 2	31 12 10	44 4 11		
Total to corresponding date of previous year ..	1,343,081	24,21,000 1 7	222,108 7 0	8,180,578 10	44,92,036 5 61	411,482 7 9	633,960 14 9		

* Rs. 4,577-13-4 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 18th March 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,654	11,605 6 11	1,003 10 7	61,711 0	20,789 10 9	1,905 1 7	2,968 14 2
Or per mile of railway		52 0 8	4 15 5		93 2 2	8 10 10	13 0 2
For previous 10 weeks of half-year	30,808	1,79,735 14 7	15,384 8 0	543,508 30	1,61,392 11 0	14,794 0 8	31,178 14 6
Total for 11 weeks	34,462	1,90,344 5 0	17,414 4 7	605,200 30	1,82,175 4 3	16,689 11 2	34,147 12 10
COMPARISON.							
Total for corresponding week of previous year	3,446	11,325 3 0	1,035 2 10	53,603 20	14,017 8 9	1,307 9 3	2,446 11 1
Per mile of railway corresponding week of previous year		50 12 7	4 15 1		62 14 3	6 8 8	10 15 9
Total to corresponding date of previous year	34,758	2,22,645 4 8	20,419 10 5	597,350 10	1,47,741 2 11	13,512 18 9	33,565 18 2

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 18th March 1871 on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	41,131	21,030 1 6	2,111 18 4	143,883 4	30,045 12 2	2,811 0 7	4,632 16 11
Or per mile of railway	263	147 8 5	18 9 11	919 0	192 16 1	17 10 3	29 8 2
For previous 10 weeks of half-year	363,196	1,94,355 2 9	16,300 4 5	1,074,227 1	2,51,911 11 11	21,858 11 4	35,157 10 0
Total for 11 weeks	404,327	2,15,386 4 3	18,411 8 0	1,218,080 5	3,02,077 5 1	24,669 12 11	42,069 14 11
COMPARISON.							
Total for corresponding week of previous year	30,407	17,120 7 0	1,570 4 0	126,150 27	26,784 4 11	1,876 2 10	3,478 6 10
Per mile of railway corresponding week of previous year	200	111 4 1	10 17 4	1,114 0	163 4 10	12 10 7	22 13 11
Total to corresponding date of previous year	393,447	2,00,758 0 31	18,403 15 11	1,215,446 20	1,66,012 15 41	17,358 3 7	26,719 10 0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 18th March 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	7,779	1,244 8 9	132 8 10	10,080 20	650 0 0	44 19 1	181 7 11
Or per mile of railway	277	44 11 8	8 7 8	360 12	21 0 11	3 11 1	6 9 7
For previous 10 weeks of half-year	161,634	24,796 11 0	2,478 10 5	270,290 24	8,777 0 0	427 18 0	3,220 14 2
Total for 11 weeks	169,413	26,041 1 9	2,610 8 3	280,370 24	9,427 0 0	471 18 1	3,401 16 2
COMPARISON.							
Total for corresponding week of previous year	6,241	1,000 18 0	98 1 2	13,400 0	400 5 9	44 0 7	139 1 2
Per mile of railway, corresponding week of previous year	223	35 0 7	3 7 11	479 0	17 3 6	1 11 8	4 10 4
Total to corresponding date of previous year	118,466	22,799 8 9	2,086 16 10	216,043 20	10,778 9 2	457 6 2	3,077 6 0

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 25th March 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Rrs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week	222,871	1,92,236 11 7	17,667 16 8	823,443 30	3,50,675 8 3	33,445 6 2	53,103 1 6	
Or per mile of railway .....	.....	169 8 10	15 10 0	.....	302 3 4	27 14 1	41 10 3
For previous 11 weeks of half year	1,149,501	17,59,903 12 8	161,324 8 6	7,150,878 10	43,40,655 0 6	389,531 14 2	560,876 2 6	
Total for 12 weeks	1,362,372	19,52,133 8 3	176,992 4 9	7,972,321 0	46,90,330 6 9	421,966 19 4	603,979 4 1	
COMPARISON.								
Total for corresponding week of previous year	109,750	1,50,466 9 0	16,542 13 7	735,065 10	3,00,740 5 9	27,085 5 5	46,811 2 0	
Per mile of railway, corresponding week of previous year .....	.....	169 8 0	14 12 7	.....	312 15 5	29 4 9	43 17 4
Total to corresponding date of previous year	1,454,412	25,01,465 10 7	259,551 0 7	6,805,940 20	43,43,651 10 34	444,020 16 2	623,671 16 9	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 25th March 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Rrs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,875	11,725 14 1	1,081 2 2	64,331 10	17,103 1 3	1,435 4 9	2,640 6 17
Or per mile of railway ...	53 14 8		4 10 11		72 11 6	7 0 6	11 17 7
For previous 11 weeks of half year	50,875	1,80,344 5 8	17,454 4 7	695,009 50	1,82,175 6 3	16,039 8 3	24,147 12 10
Total for 12 weeks ...	57,247	2,05,183 3 7	18,535 6 9	662,118 0	1,99,283 7 6	18,367 13 0	26,796 19 8
COMPARISON.							
Total for corresponding week of previous year ...	3,608	11,135 1 0	1,030 10 9	24,785 30	5,800 13 1	515 1 4	1,333 13 1
Per mile of railway, corresponding week of previous year	...	49 14 8	4 11 6	...	29 13 5	3 12 11	6 4 2
Total to corresponding date of previous year	69,421	2,37,518 8 6	21,433 7 2	532,182 0	1,24,010 15 9	14,356 0 1	20,786 7 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 25th March 1871, on 156½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				
	Number of passengers.	Coaching receipts.	Weight carried.	Mds. Rrs.	Receipts.	Weight carried.	Receipts.	
		Rs. As. P.	£ s. d.	Mds. Rrs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week	33,040	26,063 8 0	2,588 4 10	174,788 20	34,119 15 6	3,127 13 4	5,515 19 3	
Or per mile of railway	210	169 7 7	16 5 2	1,117 0	219 0 4	19 19 0	35 4 11	
For previous 11 weeks of half year	344,324	2,07,394 4 3	20,011 8 0	1,218,090 5	2,62,577 8 1	24,069 11 11	46,080 14 12	
Total for 12 weeks	377,364	2,33,467 13 0	21,399 7 10	1,392,878 1	2,96,697 7 10	27,187 5 9	52,096 15 1	
COMPARISON.								
Total for corresponding week of previous year	30,604	14,325 12 9	1,515 4 0	127,093 12	21,261 7 10	1,945 19 5	3,242 3 5	
Per mile of railway, corresponding week of previous year	236	126 7 11	11 11 11	1,128 0	147 13 10	17 4 2	26 16 1	
Total to corresponding date of previous year	330,064	2,10,094 6 0	20,716 19 11	1,343,145 0	2,10,274 7 10	18,275 3 0	35,963 2 11	

CALCUTTA AND SOUTH EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 25th March 1871 on 28 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				
	Number of passengers.	Rs. As. P.	£ s. d.	Mds. Rrs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	7,024	1,118 11 8	111 17 5	15,301 0	640 5 0	64 0 7	125 18 0	
Or per mile of railway ...	250	39 15 3	3 19 11	553 5	22 11 0	2 6 4	0 8 3	
For previous 11 weeks of half-year	168,819	20,316 1 9	2,601 8 3	280,567 5	6,308 14 0	586 13 10	3,833 0 1	
Total for 12 weeks ...	175,843	21,434 13 0	2,712 5 8	295,868 5	7,048 5 0	650 13 7	4,058 18 1	
COMPARISON.								
Total for corresponding week of previous year	6,377	1,079 10 3	95 18 8	12,008 0	1,887 14 0	127 4 0	220 4 0	
Per mile of railway corresponding week of previous year	...	38 8 11	3 19 8	...	40 9 1	4 10 17	7 11 7	
Total to corresponding date of previous year	128,744	22,396 4 0	2,188 18 0	227,041 50	12,108 7 8	1,114 10 6	1,308 0 2	

Meteorological Telegraphic Report for the period 26th March to 1st April 1871.

Station.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	Thermometer.		Humidity Sat. =100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
Calcutta.	March 26th	10	29.858	29.878	85.3	74.0	58	S W	...	...	C	b
	18	18	29.780	29.778	87.7	71.6	28	W	...	...	...	b
	27th	10	29.829	29.837	83.5	79.6	78	S W	...	...	OK	b
	18	18	29.778	29.787	81.0	76.0	42	S S E	...	...	...	b
	28th	10	29.812	29.834	85.5	77.8	70	E S E	...	...	...	b
	18	18	29.774	29.782	87.9	77.8	46	S by W	...	...	...	b
	29th	10	29.896	29.911	85.6	74.0	56	S S E	...	...	...	b
	16	16	29.791	29.779	82.1	76.0	46	S S W	...	...	CS, S	b
	30th	10	29.840	29.858	87.0	79.7	70	S S W	...	...	...	b
	18	18	29.853	29.871	87.0	78.6	35	S	...	...	...	b
Savon Island.	31st	10	29.839	29.847	87.0	79.5	70	S	...	...	...	b
	April 1st	10	29.873	29.890	85.8	81.5	60	S by W	...	...	C, CS	b
	18	18	29.811	29.809	80.3	80.0	73	N E	...	...	CS	b
	16	16	29.717	29.735	84.0	82.4	60	S by E	...	...	...	b
	March 26th	10	29.809	29.816	86	81	78	S W	...	...	...	m
	18	18	29.818	29.818	86	83	60	S	...	...	...	m
	27th	10	29.840	29.846	85	81	83	S W	...	...	C, N	m
	18	18	29.805	29.811	84	81	87	S W	...	...	...	m
	28th	10	29.892	29.898	87	81	76	W	...	...	...	m
	18	18	29.797	29.803	88	81	72	S S E	...	...	...	m
Christiansburg.	29th	10	29.818	29.824	86	80	76	S S W	...	...	...	m
	16	16	29.764	29.803	86	81	70	S	...	...	...	m
	30th	10	29.814	29.854	85	81	80	S S W	...	...	...	m
	18	18	29.762	29.798	87	83	83	S S E	...	...	...	m
	31st	10	29.840	29.848	87	81	78	S	...	...	C, S	m
	April 1st	10	29.791	29.791	87	82	78	S	...	...	...	m
	18	18	29.834	29.840	86	83	83	S	...	...	...	m, scuds.
	16	16	29.744	29.750	87	80	78	E S E	...	...	...	m, scuds.
	March 26th	10	29.824	29.827	80	78	41	S S W	...	...	...	b, m
	18	18	29.758	29.808	88	79	62	S W	...	...	...	b, m
Madras.	27th	10	29.885	29.905	88	79	72	S W	...	...	...	b, m
	18	18	29.762	29.853	81	78	76	S W	...	...	KS, K	b, m
	28th	10	29.889	29.898	80	81	70	W S W	...	...	K, K	b, m
	18	18	29.790	29.845	89	81	69	S S W	...	...	...	b, m
	29th	10	29.843	29.853	87	80	72	S	...	...	...	b, m
	18	18	29.719	29.820	86	79	76	S W	...	...	...	b, m
	30th	10	29.840	29.850	88	79	65	S E	...	...	...	b, m
	18	18	29.806	29.806	87	80	72	S W	...	...	...	b, m, q
	31st	10	29.813	29.813	87	79	68	S	...	...	...	b, m, q
	April 1st	10	29.848	29.795	87	79	72	S W	...	...	...	b, m
Canton.	18	18	29.830	29.840	87	79	69	S S W	...	...	...	b, m
	16	16	29.738	29.847	86	76	64	W S W	...	...	...	b, m
	March 26th	10	29.871	29.901	87	76	68	S S E	...	...	...	b
	18	18	29.847	29.877	87	76	68	E by S	...	...	...	m
	27th	10	29.859	29.884	80	75	67	S E	...	...	...	b
	18	18	29.890	29.898	80	78	68	K S E	...	...	...	b
	28th	10	29.865	29.875	88	77	55	E S E	...	...	...	b
	18	18	29.893	29.892	80	77	61	E S E	...	...	...	b
	29th	10	29.908	29.908	89	77	50	E S E	...	...	...	b
	18	18	29.830	29.840	87	77	61	E	...	...	...	b
Arva.	30th	10	29.900	29.910	87	77	61	E S E	...	...	...	b
	18	18	29.882	29.892	85	77	68	E	...	...	...	b
	31st	10	29.915	29.978	86	76	67	K S E	...	...	...	b
	18	18	29.894	29.858	87	76	64	E	...	...	...	b
	April 1st	10	29.931	29.944	87	77	61	N E	...	...	...	b
	18	18	29.801	29.831	87	78	58	E S E	...	...	...	b
	March 26th	10	29.897	29.908	83	73	60	S	...	...	...	Fair.
	18	18	29.865	29.776	83	73	32	S S E	...	...	...	Fair.
	27th	10	29.780	29.803	87	70	68	S	...	...	...	Fair.
	18	18	29.780	29.788	82	72	34	S S W	...	...	N	Fair.
Arva.	28th	10	29.878	29.880	86	83	87	N E	...	...	CKN,	Fair.
	18	18	29.789	29.810	88	78	62	S S E	...	...	...	Fair.
	29th	10	29.817	29.839	84	78	75	N W	...	...	...	Fair.
	18	18	29.798	29.788	89	79	96	S W	...	...	C, C	Fair.
	30th	10	29.837	29.879	84	79	66	S W	...	...	...	Fair.
	18	18	29.700	29.781	90	74	44	S E	...	...	...	Fair.
	31st	10	29.815	29.897	85	74	67	W	...	...	...	Fair.
	18	18	29.850	29.781	98	68	18	W N W	...	...	...	Fair.
	April 1st	10	29.773	29.855	86	75	67	S W	...	...	...	Fair.
	18	18	29.846	29.738	82	75	43	S S E	...	...	...	Fair.
Arva.	16	16	29.711	29.793	86	79	72	S	...	...	...	Fair.
	18	18	29.688	29.749	91	79	56	S E	...	...	...	Fair.
	March 26th	10	29.823	29.838	78	76	80	E S E	...	...	C	b
	18	18	29.835	29.840	85	76	84	W	...	...	...	b
	27th	10	29.859	29.873	80	76	82	S E	...	...	C	b
	18	18	29.816	29.830	80	74	74	W	...	...	...	b
	28th	10	29.835	29.850	77	75	80	N E	...	...	C	b
	18	18	29.816	29.850	85	78	71	N W	...	...	C	b
	29th	10	29.890	29.876	83	78	76	E	...	...	...	b
	18	18	29.778	29.803	86	79	75	W N W	...	...	...	b
Arva.	30th	10	29.793	29.818	83	78	78	N E	...	...	...	b
	18	18	29.793	29.818	86	79	73	W S W	...	...	...	b
	31st	10	29.846	29.820	81	77	83	S S E	...	...	...	b
	18	18	29.773	29.788	88	80	75	W S W	...	...	...	b
	April 1st	10	29.838	29.844	89	78	82	W S W	...	...	...	b
	18	18	29.815	29.830	86	79	76	W N W	...	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 1st April 1871.FANINDRA MOHUN BOSU,
In charge of the Office of Meteorological Reporter to the
Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 19th to 28th March 1871.	Rainfall from 29th to 31st March, 1871.	Rain from 1st January 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack (Telegraph Office)	Nil	Nil	0.70	26th Mar. 1871.	
	Jail	ditto	0.12	0.82	ditto.	
	False Point	Not received	Not received	3.45	5th Mar. 1871.	
	Jagipore	Nil	ditto	0.50	10th Mar. 1871.	
	Kendraparab	ditto	ditto	1.10	ditto.	
	Jugutisipore	ditto	ditto	5.10	ditto.	
	Bamburipore	ditto	Nil	1.05	26th Mar. 1871.	
	Balansore	ditto	ditto	1.48	ditto.	
	Bhadrach	Not received	Not received	0.27	26th Feb. 1871.	
	Pooree	Nil	ditto	2.41	10th Mar. 1871.	
CENTRAL NAGPORE.	Khoordah	ditto	ditto	1.00	ditto.	
	Hazareebagh	ditto	Nil	1.08	20th Mar. 1871.	
	Burher	ditto	Not received	0.60	19th Mar. 1871.	
	Pachaniba	ditto	Nil	1.11	26th Mar. 1871.	
	Kanchi	ditto	ditto	2.18	ditto.	
	Pachinow	ditto	Not received	0.81	10th Mar. 1871.	
	Purenia	ditto	Nil	2.38	20th Mar. 1871.	
	Chyebana	ditto	ditto	3.18	ditto.	
	Patna	ditto	ditto	0.09	ditto.	
	Behar	ditto	ditto	0.04	ditto.	
PATNA.	Barb	ditto	ditto	0.07	ditto.	
	Thapara	ditto	ditto	0.02	ditto.	
	Gya	ditto	ditto	0.32	ditto.	
	Shreebhaty	ditto	ditto	0.10	20th Feb. 1871.	
	Nowalah	ditto	ditto	1.09	5th Mar. 1871.	Not received 23rd Jan. to 6th Feb. and 20th to 26th Feb.
	Arangabad	ditto	ditto	0.43	26th Mar. 1871.	
	Chumprao	ditto	Not received	0.18	19th Mar. 1871.	
	Chuprah	ditto	ditto	Nil	26th Mar. 1871.	Not received 13th to 19th Feb.
	Rosani	ditto	ditto	1.04	ditto.	
	Mozulipore	ditto	Not received	0.00	19th Mar. 1871.	Not received 30th Jan. to 5th Feb. Not received 16th to 22nd Jan. Not received 6th to 19th March.
BHAUGPUR.	Durblangab	ditto	ditto	0.43	26th Mar. 1871.	
	Seethinara	ditto	ditto	3.75	ditto.	
	Tajpore	Not received	ditto	0.23	ditto.	
	Asrah	Nil	ditto	0.09	ditto.	
	Buxar	ditto	ditto	0.23	ditto.	
	Sasaram	Not received	Not received	Nil	19th Feb. 1871.	
	Bhabhoah	Nil	ditto	0.43	10th Mar. 1871.	
	Benares	ditto	ditto	0.75	ditto.	
	Bhangulpore	ditto	Nil	0.85	20th Mar. 1871.	
	Madhynpore	ditto	ditto	1.83	ditto.	Not received 13th to 19th Feb.
BANGALORE.	Banah	ditto	ditto	1.85	ditto.	
	Monghyr	ditto	ditto	0.16	ditto.	Not received 30th Jan. to 6th Feb.
	Jamoun	ditto	ditto	1.74	ditto.	Not received 30th Jan. to 5th Feb. and 20th to 26th February.
	Begowari	ditto	ditto	0.40	ditto.	
	Deagbur	ditto	ditto	0.93	ditto.	
	Jamutara	ditto	ditto	3.00	ditto.	From 13th Feb.
	Rajmahal	ditto	Not received	2.20	19th Mar. 1871.	From 13th Feb.
	Purneah	ditto	Nil	0.78	26th Mar. 1871.	
	Bampos	ditto	ditto	0.01	ditto.	
	Nattore	ditto	ditto	0.80	ditto.	Not received 27th Feb. to 6th Mar.
BANGALORE.	Bograh	ditto	ditto	Nil	ditto.	
	Dinagpore	ditto	ditto	4.00	ditto.	
	Maldah	ditto	ditto	1.03	ditto.	
	Berhampore	ditto	ditto	1.31	ditto.	
	Jagipore	ditto	ditto	1.00	ditto.	From 16th Jan.
	Lahag	ditto	ditto	1.05	ditto.	
	Pabna	ditto	ditto	2.40	ditto.	
	Coomercolly	ditto	ditto	3.61	ditto.	
	Serajpunga	ditto	ditto	1.70	ditto.	
	Bangpore	ditto	ditto	2.30	ditto.	From 23rd Jan.
BANGALORE.	Bhowanigunga	ditto	ditto	2.21	ditto.	
	Titalya	ditto	ditto	3.23	ditto.	
	Burdwan	ditto	ditto	2.80	ditto.	
	Cuttack	ditto	Not received	3.77	10th Mar. 1871.	Not received 4th and 6th March.
	Colna	ditto	Nil	2.82	20th Mar. 1871.	
	Road-Bood	ditto	ditto	3.84	ditto.	
	Banpoora	ditto	ditto	3.75	ditto.	
	Raneogunga	ditto	ditto	2.70	ditto.	
	Sooree	ditto	ditto	3.93	ditto.	
	Hooghly	ditto	ditto	3.13	ditto.	From 30th Mar.
BANGALORE.	Sorampos	Not received	ditto	Nil	ditto.	
	Hurrah	Nil	ditto	0.40	ditto.	
	Middnapore	ditto	ditto	7.40	ditto.	
	Cumai	ditto	ditto	1.88	ditto.	
	Gurbetta	ditto	ditto	3.74	ditto.	Not received 8th Jan. to 6th Feb.
	Tumlook	ditto	ditto	12.88	ditto.	Not received 16th to 29th Jan. and 6th to 12th Feb.
	Kishnagur	ditto	ditto	3.18	ditto.	
	Bongong	ditto	ditto	0.75	ditto.	Not received 13th to 26th Feb.
	Ranaghat	ditto	ditto	2.03	ditto.	
	Maharpos	ditto	ditto	3.60	ditto.	
PANDUR.	Chandnagah	ditto	ditto	3.10	ditto.	
	Koosteah	ditto	ditto	4.08	ditto.	
	Jessore	ditto	ditto	6.11	ditto.	
	Khoolnash	ditto	ditto	6.03	ditto.	From 18th Feb.
	Jonah	Not received	Not received	0.62	13th Mar. 1871.	From 6th March.

DISTRICTS.	Stations.	Rainfall from 18th to 10th Mar. 1871.	Rainfall from 20th to 28th Mar. 1871.	Rain from 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY— (Coastal)	Saugor Island	Nil	Nil	3.40	20th Mar. 1871.	
	Calcutta	ditto	ditto	6.16	ditto.	
	Alipore { Jail	ditto	ditto	5.33	ditto.	
	Alipore { Hospital	ditto	ditto	5.24	ditto.	
	Barrackpore	ditto	ditto	6.42	ditto.	
	Dum Dum	ditto	ditto	6.38	ditto.	
	Barnan	ditto	ditto	5.79	ditto.	
	Saltanah	ditto	ditto	5.41	ditto.	
	Mussorah	ditto	ditto	6.30	ditto.	
	Diamond Harbour	ditto	ditto	7.38	ditto.	
	Barnan	ditto	ditto	3.04	ditto.	
DACCA.	Dacca { Telegraph Office	ditto	Not received	5.35	10th Mar. 1871.	
	Dacca { Jail	ditto	Nil	3.70	20th Mar. 1871.	
	Burriani	ditto	ditto	6.11	ditto.	
	Dowlat Khan	ditto	Not received	1.01	18th Mar. 1871.	
	Protopore	ditto	Nil	4.11	20th Mar. 1871.	
	Madaripore	ditto	ditto	4.03	ditto.	
	Fatmehpore	ditto	ditto	4.30	ditto.	
	Mymensing	ditto	ditto	2.06	ditto.	
	Jamulpore	ditto	ditto	0.11	ditto.	
	Atanah	ditto	ditto	6.06	ditto.	
	Kisharganga	ditto	ditto	2.14	ditto.	
	Sylhet	ditto	ditto	2.81	ditto.	
	Cachar	0.50	0.17	5.10	ditto.	
CHITTAGONG.	Chittagong { Telegraph Office	0.60	Nil	4.00	20th Mar. 1871.	
	Chittagong { Jail	0.65	ditto	4.10	ditto.	
	Cox's Bazar	Not received	Not received	6.04	12th Mar. 1871.	
	Managmaka Hill	Nil	ditto	0.01	26th Feb. 1871.	
	Naokhinda	Nil	Nil	3.98	20th Mar. 1871.	
	Tippurahi	0.10	ditto	2.10	ditto.	
	Brahmanbariah	Nil	Not received	2.67	18th Mar. 1871.	
	Akyah	ditto	Nil	0.60	20th Mar. 1871.	
	Itan	ditto	Not received	3.30	18th Mar. 1871.	
	Gowalparah	Not received	ditto	4.03	12th Mar. 1871.	
	Udhutree	Nil	ditto	Nil	10th Mar. 1871.	Not recorded 27th Feb. to 6th March.
	Toora (Garo Hills)	ditto	ditto	3.74	ditto.	
	Daryeling { Telegraph Office	Not received	ditto	0.17	15th Feb. 1871.	
COCHIN BEHAR.	Daryeling { Jail	Nil	Nil	2.43	20th Mar. 1871.	
	Ranghoo	Not received	Not received	1.20	28th Feb. 1871.	
	Fainchitab	Nil	ditto	2.35	18th Mar. 1871.	
	Jupigourie	ditto	Nil	4.11	28th Mar. 1871.	
	Boda	ditto	ditto	1.16	ditto.	Not received 30th Jan. to 12th Feb.
	Tozore	0.18	Not received	2.03	18th Mar. 1871.	
	Nowgong	Nil	ditto	0.42	ditto.	Not received 9th to 16th Jan. and 20th Feb. to 6th March.
	Munglodye	0.03	ditto	2.67	ditto.	From 20th Jan.
	Burpattah	Nil	ditto	2.80	ditto.	Not received 13th to 19th Feb.
	Gowhatty	Not received	ditto	2.20	12th Mar. 1871.	
	Sachasongor	1.16	ditto	0.84	18th Mar. 1871.	
	Jorahat	0.28	ditto	2.77	ditto.	From 27th Feb.
	Golaghat	0.57	ditto	3.21	ditto.	Not received 23rd to 29th Jan.
ARUN.	Nazacrah	0.61	ditto	0.27	ditto.	
	Debraonghar	1.01	ditto	7.00	ditto.	
	Suddya	0.66	ditto	6.26	ditto.	ditto ditto.
	Shillim	Nil	ditto	0.07	ditto.	
	Cherrapunjee	ditto	0.11	5.87	25th Mar. 1871.	From 18th Feb.
	Jowai	ditto	Not received	6.15	18th Mar. 1871.	Not received 6th to 12th Feb.
	Bamangooding	ditto	ditto	1.50	ditto.	Not received 6th to 12th March.

PANINDIA MOHAN BASU,

In charge of the Office of Meteorological Reporter to the Govt. of Bengal.

CALCUTTA

The 1st April 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st March 1871.

Month.	Date.	Mean reduced barometer.	Thermometer.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	Wind.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			9	Miles.	In.		
March	22nd	29.837	84.0	74.6	149.8	83.4	74.9	70.6	0.66	S by W & W S W	...	117.8	...	...	Clear. Slightly foggy at 4 & 5 A.M.
	23rd	29.84	85.0	75.6	148.8	83.5	73.1	65.8	.67	SS W & W by S	...	120.0	...	...	Clear. Foggy from 4 to 6 A.M.
	24th	29.818	86.0	73.8	148.0	83.8	74.2	67.5	.69	S W & S by W	...	109.7	...	...	Clear and clear.
	25th	29.776	85.0	77.0	143.0	84.1	77.7	73.2	.71	SS W, S & S S E	...	230.6	...	...	Ditto.
	26th	29.7	87.7	70.6	145.0	84.0	74.9	67.4	.67	S by E, S W & W	...	180.4	...	...	Ditto.
	27th	29.810	92.4	76.6	141.0	83.4	77.5	73.4	.73	SS W, S S E & S	...	111.4	...	...	Clear, cirro-cumuli and stratus. Foggy at 6 A.M. Lightning and drizzled at 10½ P.M.
	28th	29.82	84.0	78.3	143.0	85.2	77.8	72.8	.67	S by W	...	111.4	...	...	Stratus, clear, and cirro-cumuli.
	29th	29.818	92.2	76.0	140.0	83.3	75.1	69.2	.63	S & S by W	...	126.1	...	...	Cirro-cumuli and clear.
	30th	29.701	87.3	70.6	144.0	84.0	77.8	72.8	.68	S by W & S	...	101.1	...	...	Clear and clear.
	31st	29.750	85.5	77.7	148.8	85.1	79.3	75.2	.73	S S E & S	...	228.0	...	...	Ditto.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

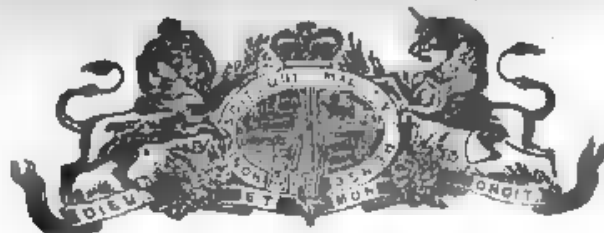
The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	23.9
The max. temperature during the past ten days	...	97.7
The max. temperature during the corresponding period of the past year	...	101.2
The mean humidity during the past ten days	...	0.66
The mean humidity during the corresponding period of the past year	...	0.55
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	Nil
	{ by anemometer gauge	Nil
Ditto	average of seventeen previous years	0.47
Ditto	between the 1st January and the 31st March	6.16
Ditto	ditto ditto, average of 17 years	2.69

The 3rd April 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

No. 15



of 1871

SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 12, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 1st April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq.,
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,
RAJAH JOYEENDRO MOHUN TAGORE, BARADOOR,
T. H. WORDIE, Esq.,
AND
BABOO DISUMBER MITTER.

CALCUTTA PORT IMPROVEMENT.

MR. SCHALCH moved for leave to bring in a Bill to amend the Calcutta Port Improvement Act, 1870. He said the reason for the motion now made was this. By the existing Act nine persons must be appointed to be Commissioners; and although at present nine Commissioners had been appointed, and the work had been performed by them, it was now proposed that the charge of the port should be made over to the Commissioners, and it was considered most desirable that the Master Attendant should be made one of the members of the Commission, so that the Commission might receive the benefit of his long experience and advice. At the same time the Government were not desirous of losing the services of the members now on the Commission; and it would also be necessary to increase the number of Commissioners very slightly, so as to represent interests not now represented in the Commission. For these reasons it was proposed to give power to increase the number of the Commissioners from nine to twelve. The Commissioners themselves whom he had consulted, with the exception of one, had agreed in the expediency of the measure. They thought it desirable that the Master Attendant should become a member of the Commission, and that their number should be increased, so that they might avail themselves of the power to appoint sub-committees to do a good portion of the extra work which would devolve upon them when the management of the affairs of the port should be entrusted to them, and which would press rather heavily upon them, considering that most of them had their own separate occupations. It was therefore proposed that the Government should have power to nominate not less than nine, and not more than twelve persons, to be members of the Commission.

Advantage had been taken of the opportunity to remedy an inconvenience that had arisen under the wording of the Act. By the sixty-second section of the present Act it was provided that when a jetty was declared to be ready for receiving, landing, and shipping goods, notice would be issued to that effect, and the Commissioners could then call upon the Master Attendant to compel the masters of ships to take their vessels there for the purpose of being laden and unladen. In nearly all the jetties now ready there were cranes and other appliances for loading and unloading ships; but it was found most convenient that they should be employed

only for unloading, because there were greater risks of injuring goods in landing than in loading. But the loading of a ship occupied a considerable period of time, and could be almost as conveniently done from cargo boats as from the jetties. It was proposed to allot some of the jetties for the purpose of loading vessels, and to keep the others solely for the landing of goods. The Commissioners therefore thought it necessary to have the power to direct a ship after being unladen at a jetty to be removed to some other jetty or place to be laden. But under the present wording of the law the master or owner of a ship might insist upon its being loaded at the place where it was unloaded, and thus monopolize the jetty to the prejudice of other ships, and thus cause inconvenience to the port. The object of the second section of the Bill was to remedy this inconvenience.

With these few words of explanation he begged to move for leave to bring in the Bill.

The motion was agreed to.

MR. SCHALCH then said that as the charge of the port would be almost immediately made over to the Commissioners, he thought it was very expedient that the Bill should be proceeded with as soon as possible. He believed that the alterations proposed were not very material, and would not require much discussion and consideration. He therefore applied to the President to suspend the rules for the conduct of business to enable him to proceed with the Bill.

THE PRESIDENT having declared the rules suspended—

MR. SCHALCH moved that the Bill be read in Council.

The motion was agreed to.

On the motion of MR. SCHALCH the Council then proceeded to the settlement of the clauses of the Bill.

Section 1 was agreed to.

Section 2 was as follows:—

"In the sixty-second section of the said Act, the words "or for landing or for shipping" shall be inserted after the words "landing and shipping" wherever the same words occur in the said section; and the same section shall be read and construed as if the words hereby directed to be inserted therein had been originally therein inserted."

MR. SCHALCH said that before this section was passed, he would explain that it was proposed by it to give the power of requiring a vessel to be removed from any jetty after it had been unladen. Of course it would be borne in mind that the ship would be liable to serious accident if it was removed after it had been unladen without any cargo or ballast, and no order for her removal would be made until she had sufficient portion of cargo to render her removal safe.

The section was agreed to.

MR. COWIE said, with reference to what had been stated by the hon'ble member in charge of the Bill, which certainly related to a matter of great importance to the owners of vessels which had been unladen at the jetties, he proposed to move the introduction of a section to the effect of what had been sketched out by the hon'ble member. He thought that it would be perfectly competent for the Commissioners to say to the shipowner, "We will allow you, before ordering the removal of your vessel from the jetty, to put in a sufficient quantity of cargo to render her removal safe, and if you do not do so, we will put in ballast."

MR. WORDIE said that if the Commissioners removed the ship from a jetty in spite of the protest of the master or owner, they would be liable for the consequences, and he therefore did not think that there was any necessity for making any provision for that purpose. Besides the Commissioners would never move a ship in such a state in face of the protest.

THE PRESIDENT said he thought there would be a considerable difficulty as to the question as to whose duty it was to put ballast on board. If the commercial members were content to leave the matter to the discretion of the Commissioners, he thought that the matter would be very much simplified.

MR. WYMAN said it would be dangerous to move a ship from a jetty without ballast; but at the same time he thought it would be rather hard to require the Commissioners to put in the ballast. The question then was, who was to supply the ballast, and if that point was not decided, a ship might lie at a jetty for weeks.

MR. SCHALCH said the Commissioners had already passed a resolution to the effect that any ship might be required to move from a jetty within twenty-four hours' notice.

THE HON'BLE ARTHUR EDEN said he thought the best way would be to provide that if a ship was not moved within a certain time after receiving notice, a penal rate of demurrage should be charged.

After some further conversation, THE PRESIDENT suggested that the consideration of the Bill be deferred.

MR. SCHALCH then moved that the Bill be referred to a Select Committee, consisting of Mr. Robinson, Mr. Wordie, and the mover, with instructions to report within a fortnight.

The motion was agreed to.

REGULATION OF MARKETS IN CALCUTTA.

On the motion of MR. SCHALCH the Report of the Select Committee on the Bill for the better regulation of markets in Calcutta was taken into consideration in order to the settlement of the clauses of the Bill; the clauses being considered for settlement in the form recommended by the Select Committee.

Verbal and unimportant amendments were made on the motion of Mr. SCHALCH in sections 1, 2, 3, 4, 5, 8, and 9.

Section 10 was omitted.

Verbal amendments were made in sections 12, 14, 15, and 16.

Section 17 gave power to raise loans for the construction of markets "on the security of the lands and buildings thereon, and of the rents, tolls, and fees payable in respect of such markets, and the collateral security of the taxes and dues imposed and levied on account of the municipal fund under any Act passed in that behalf, or of a portion of them."

RAJAH JOTENDRO MOHUN TAGORE moved the omission of the words in lines 12 to 15—"and the collateral security of the rates and taxes imposed and levied on account of the municipal fund under any Act passed in that behalf, or of a portion of them." He had already stated the objections he entertained to the pledging of the general municipal rates for the establishment of a market constructed for the benefit of only a portion of the community, and he need not therefore go over the same ground. It had been urged that the proposed market, for which the aid of the Legislature had been invoked, was to be a part of a general scheme under which markets would also be constructed in the native part of the town. He thought that, as far as the native part of the town was concerned, the existing markets were sufficient for all purposes, and no necessity was felt for the erection of new markets there. The funds of the municipality were by no means in a flourishing condition, and it would not be for a very long time to come that the municipality would be in a position to erect other markets in other parts of the town; and he believed there were other wants more pressing which might be attended to as regards the native parts of the town, and instead of supplying those wants, he thought it would be unjust to give them what they did not want. Besides, it was admitted in the letter of the Chairman of the Justices that the proposed market was intended to supersede the Dhurumtollah market, and to supply the special wants of the European section of the community. Under these circumstances he thought it would be unfair to saddle the general body of the rate-payers with the risk and responsibility of a speculation the success of which was extremely doubtful.

MR. WYMAN said the proposal that had been made to the Council virtually amounted to the vetoing of the Bill, for if the security of the rates and taxes was not guaranteed the Government would not consent to lend the money required for the construction of the proposed market. The amendment of the hon'ble member amounted to raising the whole question as to whether there should be a municipal market or not: this point he believed had already been fully discussed, and the necessity for the construction admitted. He thought that the proposed market could hardly be called a European market, for provisions consumed by natives would equally be sold there, and the native community would no doubt avail themselves of the convenience afforded by a well-regulated market. As to the question of pledging the general security of the rates and taxes, he thought that was rather a matter of form, as there was no doubt that the municipality would take good care that the market should be so conducted as to support itself. Considering also that the native community were fairly represented in the municipality, and that the proposal to establish a market emanated from that body, he thought that it was only fair that if the loan was asked for, the Government should have proper security for re-payment. As he had said before, the motion before the Council amounted to vetoing the Bill altogether, and he should be sorry to see it carried.

THE HON'BLE ASHLEY EERN said that he was not prepared to support the amendment, for this reason that this measure had already been determined upon by the Government on a full consideration of all that was to be said against it. Yet he might say that he had the strongest sympathy with the native rate-payers as to giving the collateral security of the general municipal rates and taxes for the repayment of the advance made by the Government for the construction of this market, which, however plausibly people might deceive themselves into an argument to the contrary, we all really very well knew was a market entirely and exclusively for the benefit of the European and East Indian community. Whatever facilities the market might afford for the sale of articles consumed by certain classes of the native community, and however well-regulated its management might be, it was contrary to the habits and feelings of the natives to purchase their food in the European markets, where meat was killed and sold which no native would touch. For their own food they had their own markets, and would keep to them. The class who used European food were a most limited section of the native community. With this fact in view it seemed to him not quite honest to contend that the market was intended for the benefit of the natives as much as for Europeans. There, no doubt, was a general feeling on the part of the native rate-payers that the municipality had spent the far greater part of its income for the improvement and benefit of the European part of the town. He thought it was a great pity and bad policy to aggravate them still further, and give an appearance of justice to the complaint by the establishment on the security of the general funds of a market for the exclusive benefit of that portion of the town.

It was said that the rents and tolls derived from the market would certainly cover the cost of its construction, and therefore that the security of the rates and taxes was merely nominal and a matter of form. All he could say in reply to that was, that if such was the case, he thought it would be better to avoid all this irritation for what was held to be a mere matter of form; and if a market was really a necessity, which he did not think was altogether

established to be the case, and was known to be a remunerative speculation, it was very much better to allow the market to be constructed by a public company. He felt, moreover, that the town, especially the native portion of it, was in such a state, that there were a great number of essential municipal improvements which called for attention at the hands of the municipality long before the improvement of markets should be undertaken. The strongest reason which he had for doubting the wisdom of the present proceeding was that he felt certain that as soon as a market was constructed, it would be found that it would not pay. In this town especially it was impossible to enforce trade out of its natural and customary channels. If the Justices had learned any thing by experience, he thought they ought to have learned that; and he felt sure that the next step would be that the Justices would ask for power to establish farms and slaughter-houses to enable them to provide the market with meat, as they would not be able to induce the regular suppliers and purchasers to have recourse to the market.

On all these grounds he thought that this proposal to establish a market was a mistake, and would end in failure and expense and meddling with trade, the end of which it was impossible to foresee. But at the same time, although he took this opportunity of expressing his opinion on the subject, lest he should hereafter be thought to have concurred in the propriety and wisdom of the establishment of this market, he would not by his vote impede an experiment what Government apparently desired to see tried.

BARON DRUMMER MITTER said, he should have had no objection to urge to the establishment of the proposed municipal market if he had felt at all sure that it would result in success. He dared say hon'ble members had seen the petition presented on this subject by the rate-payers of Calcutta, and containing upwards of 2,000 signatures. He would nevertheless draw the special attention of the Council to that part of it wherein the petitioners in substance said, that to ensure success in the establishment of a market, it was not enough that a piece of land should be bought and some buildings constructed thereon. The owner must see it regularly and sufficiently provided with wholesome articles of food, and towards that end he must make heavy advances to contractors; and until the market was fairly established, he must himself buy up at remunerative prices such articles as did not find other purchasers. The question then was, whether the Municipality was prepared to do this in the face of the active opposition which it must encounter, and consequently at the imminent risk of incurring heavy losses. He thinks the history of the Sowdah market should be a sufficient warning to any corporate body undertaking such a work. It was a mistake to suppose that that market did not succeed by reason of its defective locality. He had closely watched the rise and fall of that market, and his belief was that its failure was chiefly, if not solely, due to the deficient supply of meat, and to some extent possibly to the combination of the *khansamas* not to make their purchases there. No butcher of any respectability could be prevailed upon to offer his meat for sale there, and the Suburban Municipality was in consequence driven to the necessity of calling in the aid of Mr. Tayler to keep the market supplied with meat sent down by rail from Patna. In this way the supply was kept up for a time, but the resources of Mr. Tayler soon failed, and the market had to be closed in consequence of the heavy losses already sustained. Now the question was, whether the same rôle would not have to be played out in the case of the proposed market, and whether the Justices were prepared to undertake the office of purveyors, which, to ensure success to the market, they could not well refuse. He would be the last man to grudge to our European fellow townsmen a market such as they evidently felt the want of, unless he felt pretty sure that it would never maintain its existence without drawing very largely upon the general funds of the Municipality, contributed, he need not say, by all classes of the people, the majority of whom were not expected to participate in the benefits held out by the proposed measure.

MR. COWIE said he should oppose this amendment on a very short ground, which was that it appeared to him, with all respect to his hon'ble friend who had suggested the amendment, that it was nothing less than absurd and contradictory. He was not going to repeat the arguments he had used on a former occasion; but he would point out that as the Bill stood, and would stand with the rejection of this amendment, the Council had been recognizing, in sections 3 and 17, the principle that the acquisition of land for the establishment of municipal markets was a proper municipal purpose; and if that was admitted, he was at a loss to perceive what there was in point of principle to object to the provisions of the section by which the raising of money for admittedly proper purposes was to be secured by the rents, tolls, and fees of the markets for which the money was to be raised and the collateral security of the municipal fund. The section as it stood must be taken in connection with the addition to section 20 which the hon'ble member in charge of the Bill would propose, by which the interest on the monies borrowed for the special purpose of constructing a market would in the first instance have to be paid out of the rents, tolls, and fees received from the market, and not in any way from the municipal fund. But as the Bill stood, he was at a loss to understand why we should admit that the construction of markets by the municipality was a proper purpose, and at the same time ignore the propriety of securing the interest of the money borrowed for that purpose on the collateral security of the municipal fund.

HIS HONOR THE PRESIDENT said he was perhaps less entitled than any other member of the Council to give an opinion on this Bill, from not having the advantage of listening to the earlier discussions on it. But it appeared to him that without a doubt the amendment

proposed by the hon'ble member would be absolutely fatal to the Bill, and he therefore wished to say a few words on the subject.

The hon'ble member on his left (Mr. Eden), with a discretion much to be commended, was about to divide his favors on this question, inasmuch as he made his speech on one side, and said he would vote on the other.

His Honor would address himself to one or two points which fell from the hon'ble member. He said that if you once began to make markets, you might establish farm-yards and the like, and a great many unreasonable things. But His Honor thought that in all such matters the Council must draw a line between what was reasonable and what was unreasonable. If we proposed to do a reasonable thing, it was not a sufficient argument against the proposition that you might do unreasonable things also; and the question therefore was, whether the proposal before the Council was reasonable or not; whether the establishment of a market was within the ordinary scope and functions of a municipality. Looking to other parts of the world, undoubtedly a proposal of this kind was within the scope of the functions of a municipality—at least he might say so from the example of several other countries. It was a great object that a great town like this should have a properly constructed and well-regulated market.

It seemed to him that there were enormous objections to trusting a great institution like a market to a trading company. Whatever conditions you might make, circumstances might arise which had not been provided for, and you might find yourselves very helpless against the company in two ways. One was this, which had very frequently occurred, when a company had undertaken obligations which they were unable to fulfil; and the other way was that, if the thing succeeded, they might take advantage of a sort of monopoly to add to the dearness of provisions, and impose other hardships on the people of the town in which the market was established. Therefore it seemed to him that the question was, whether the establishment of a market was a reasonable and profitable undertaking for a municipality; and if it was, ought it not to be entrusted to a public body like the Justices?

Then the question came whether it was reasonable to saddle the municipality with a burden. His Honor entirely sympathized with the opinions expressed with regard to the burden that might be thrown on the tax-payers, and he should be sorry to saddle the municipality with any burden that would increase the present municipal rates. If we thought that the market would not pay its own cost, we ought not to pass this Bill; but it seemed to him that if any public market was likely to pay, it would be such a market as it was now proposed to establish. The Sealdah market, as every body knew, was situated in a very remote part of the town; it was very far removed from the centre of the town. But he understood that the site now proposed was in the very centre of the town, and he understood that it was reasonably hoped that it would pay if the expenditure was properly regulated and the management efficient.

Then it might be said that if you thought that the market was likely to pay, why not leave the money to be borrowed on the security of the market itself? He would answer that no reasonable creditor would be likely to lend money on such security, for it might be that a municipality might indulge in costly structures and gothic architecture and other extravagance, and construct a market which would not pay; whereas if we placed on the municipality the eventual liability of having to pay from their rates and taxes, it would afford better security for good management, and it would be hoped that they would not suffer. In that view he was inclined to support this Bill, supposing the financial expectations to be well considered.

Then came the question between European and Native. The native members were inclined to say, and the hon'ble member on his left supported them in that view, that this was a market for Europeans and not for the Natives, and therefore we ought not to put the risk on the general fund. His Honor was not prepared to enter on the question whether natives would or would not derive large benefit from the proposed market. He could not say; he hoped they would. But he ventured to deprecate the introduction of questions of that kind in a discussion of this sort. He fully admitted the reasonableness and plausibility of the arguments which had been adduced by hon'ble members; but at the same time he felt that those views raised very difficult questions which would affect every municipality in India, and that it would be impossible to carry on any municipality in the harmonious and catholic manner in which he hoped our municipalities would be conducted if these views prevailed, because you would have two classes who would work against each other, and the result would be that nothing would be done at all. Therefore he ventured to submit that in this matter he should desire to eliminate all those class questions from discussions of this kind, and to look at the matter in a broad view, namely, whether this was a reasonable undertaking for a municipality to undertake, and he hoped hon'ble members would be disposed to look at the matter in that view. If hon'ble members now consented to the municipal funds being pledged for the establishment of a market which was principally suited to the wants of the European community, possibly at some other time hon'ble members would have some proposition for enabling themselves and their compatriots to be more comfortably housed when that day unhappily came, or some other question affecting the Native community, when he hoped they would find that the European community would not be anxious to raise class questions. He hoped there would be a good deal of give and take in these things. On that ground he hoped that the hon'ble members to whom he had referred would not divide the Council on that particular view.

RAJAH JOYCHANDRO MOHUN TAGORE said, after what had fallen from His Honor The President, he would beg leave to withdraw his amendment.

The section was then agreed to.

Sections 18 and 19 were agreed to.

Section 20 was agreed to with the addition of the words "and the interest of monies borrowed under this Act shall in the first instance be payable out of the rents, tolls, and fees received under this Act."

Sections 21, 22, and 23, and the schedule, were agreed to.

The further consideration of the Bill was postponed.

HIS HONOR THE PRESIDENT said, before announcing the adjournment of the Council for a fortnight on account of the Easter holidays, he should like to take the opportunity of expressing his extreme regret that unfortunately the most valuable member of Council who sat on his left (Mr Eden) was not likely to sit again when the Council met. He was quite sure that he expressed the opinion of the whole Council when he said that his loss to us would be excessive. Personally they would all feel his loss, and he was sure that no member of the community would be better able to feel that loss than the members of this Council. Our only consolation was, that if he was going to leave us he was going to a higher sphere, where he would have a wider scope for exercising those administrative talents which his long experience would enable him most usefully to exercise.

The Council was adjourned to Saturday, the 15th April 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 1st April 1871 on 1,270½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.	
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.	Tons. Strs.	Rs. As. P.	£ s. d.	£ s. d.	£ s. d.
Total traffic for the week	112,163	1,73,925 8 4	15,919 12 7	638,407 0	3,32,284 2 3	35,967 0 1	61,067 1 6	
Or per mile of railway		136 15 10	12 6 4		263 10 3	28 2 0	48 11 4	
For previous 12 weeks of half-year	1,262,842	19,52,833 8 8	178,942 1 9	7,75,242 8	40,36,790 8 8	423,545 19 4	603,978 4 1	
Total for 13 weeks	1,391,004	21,26,512 11 7	194,932 8 4	8,420,649 0	43,69,073 11 0	460,554 8 5	655,856 11 9	
COMPARISON.								
Total for corresponding week of previous year	107,508	1,67,000 15 10	14,402 4 11	771,204 10	4,02,197 8 0	39,993 12 1	51,547 17 0	
Per mile of railway corresponding week of previous year		130 0 5	12 15 7		315 14 0	32 12 2	45 8 0	
Total to corresponding date of previous year	1,561,050	27,61,125 8 5	253,163 5 0	9,607,234 30	52,66,179 2 34	481,816 8 3	734,919 13 9	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 1st April 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Tons. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	4,784	14,778 11 11	1,351 13 2	50,370 10	16,003 15 0	1,357 15 8	3,012 9 10
Or per mile of railway		66 4 4	6 1 6		76 3 4	6 19 9	13 1 3
For previous 12 weeks of half-year	57,247	2,02,138 3 7	18,620 0 0	652,113 0	1,90,283 7 0	19,267 18 0	36,785 19 9
Total for 13 weeks	62,031	2,16,916 13 8	19,971 0 11	718,483 10	2,10,277 7 3	19,625 8 8	39,799 9 7
COMPARISON.							
Total for corresponding week of previous year	3,181	9,821 0 8	900 5 3	30,255 20	9,107 9 1	839 6 10	1,758 14 1
Per mile of railway corresponding week of previous year		44 9 8	4 0 0		41 1 0	3 15 3	7 16 0
Total to corresponding date of previous year	71,002	2,45,639 7 1	22,008 12 5	562,417 20	1,63,704 3 10	15,193 8 11	37,520 1 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 1st April 1871 on 158½ miles open.

		Rs. As. P.	£ s. d.	Tons. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	22,017	17,025 12 0	1,502 4 11	21,369 16	57,700 2 6	3,494 0 0	5,070 10 4
Or per mile of railway	140	109 2 8	10 0 2	1,350 9	361 7 0	22 2 0	32 2 11
For previous 12 weeks of half-year	277,948	2,73,417 13 0	21,390 7 10	1,302,460 1	2,99,607 7 104	27,107 5 5	48,536 13 1
Total for 13 weeks	400,465	2,90,433 9 0	22,893 11 10	1,395,550 17	3,31,459 14 24	30,601 11 3	63,627 3 1
COMPARISON.							
Total for corresponding week of previous year	23,073	16,325 14 10	1,315 0 0	124,216 4	21,451 1 5	1,996 12 6	3,279 18
Per mile of railway corresponding week of previous year	209	126 8 1	11 11 11	1,007 0	190 7 0	17 7 4	28 10
Total to corresponding date of previous year	339,731	2,29,421 4 104	21,030 5 11	1,467,334 44	2,91,728 8 64	21,241 15 0	48,273 1 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for last six days ended 31st March 1871, on 24 miles open.

		Rs. As. P.	£ s. d.	Tons. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,014	931 11 0	94 3 5	15,471 0	425 1 3	46 10 2	130 13 7
Or per mile of railway	251	39 4 5	3 6 0	645 13	17 10 0	1 14 3	5 19 9
For previous 26 weeks of half-year	158,870	37,132 13 0	2,719 3 6	308,103 8	10,007 3 0	1,000 14 5	3,714 9 1
Total for the half-year	164,884	38,064 9 0	2,813 6 1	323,574 8	10,432 4 3	1,046 4 7	3,845 13 8
COMPARISON.							
Total for corresponding 6 days of previous year	3,040	783 9 8	69 7 1	7,563 0	333 14 5	36 12 1	99 19 3
Per mile of railway corresponding 6 days of previous year	180	32 4 0	2 14 5	270 0	11 14 9	1 3 10	5 18 4
Total to corresponding date of previous year	127,831	21,625 13 3	2,235 5 7	234,374 0	12,402 6 11	1,145 1 9	3,408 3 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for one day, 1st April 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Tons. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	9,74	120 14 9	16 1 10	1,870 20	66 2 9	6 12 4	30 16 2
Or per mile of railway	34	5 0 3	0 10 0	67 0	2 0 1	0 4 0	0 16 0
For previous weeks of half-year							
Total for 1 week	9,74	120 14 9	16 1 10	1,870 20	66 2 9	6 12 4	30 16 2
COMPARISON.							
Total for corresponding two days of previous year	1,070	302 3 6	34 4 5	4,015 0	356 3 0	35 12 4	65 16 9
Per mile of railway corresponding week of previous year	80	18 12 8	1 1 7	153 0	23 11 6	1 5 5	3 7 0
Total to corresponding date of previous year	1,870	302 3 0	34 4 5	4,015 0	356 3 0	35 12 4	65 16 9

Meteorological Telegraphic Report for the period 2nd to 8th April 1871.

STATION	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. @ 100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.											
	2nd	10	29.803	29.711	85.5	79.5	75	S	...	...	K	
		16	29.775	29.701	88.1	80.3	68	S by W	...	...	K	
	3rd	10	29.871	29.880	86.0	78.7	72	S by W	...	...	...	scuds from S by W
		16	29.749	29.707	86.0	79.7	69	S	...	...	K	
	4th	10	29.848	29.814	84.5	79.6	70	S S W	...	0.01	K	scuds from S.
		16	29.672	29.630	87.0	81.7	77	S	...	...	K	
	5th	10	29.417	29.365	84.5	80.4	81	S W	...	0.49	K	
		16	29.015	29.763	91.1	82.2	65	N W	...	...	K	
	6th	10	29.875	29.803	85.0	81.0	81	S S W	...	...	S	scuds from S S W
		16	29.781	29.770	89.2	80.2	75	S	...	...	K	
	7th	10	29.808	29.827	85.5	80.1	79	S S W	...	0.04	K	
		16	29.680	29.701	90.0	83.0	70	S by W	...	...	...
	8th	10	29.748	29.807	86.0	81.0	79	S S W	...	...	C. K	
		16	29.989	29.701	82.2	82.1	53	S S E	...	...	C. OS	
SAVOOR (SABAR).	2nd	10	29.882	29.882	85	81	88	S	1.77	...	N	
		16	29.841	29.807	85	81	83	S S E	1.67	...	N	
	3rd	10	29.849	29.841	86	81	83	S S E	1.61	...	...	scuds.
		16	29.755	29.741	85	81	83	S	1.45	...	N	
	4th	10	29.855	29.861	85	81	83	S	2.02	0.50	N	
		16	29.937	29.703	84	81	87	S S E	1.77	...	...	scuds.
	5th	10	29.882	29.848	86	82	83	S S W	1.55	0.10	N	
		16	29.740	29.716	86	82	83	S	1.81	...	N	
	6th	10	29.883	29.864	86	82	83	S	1.18	...	N	
		16	29.782	29.784	86	81	83	S S E	1.13	...	N	
	7th	10	29.808	29.841	86	82	87	S	1.72	0.20	N	
		16	29.800	29.812	87	82	79	S	1.76	...	N	
	8th	10	29.814	29.820	86	82	83	S S W	1.41	...	N	
		16	29.657	29.608	89	84	81	S	1.33	...	N	
CHITTAGONG.	2nd	10	29.990	29.990	87	77	61	S W	0.79	...	K	
		16	29.778	29.878	88	78	62	N W	1.02	...	...
	3rd	10	29.800	29.900	86	79	62	S	0.99	...	K	
		16	29.783	29.896	87	78	65	S S	1.11	...	...
	4th	10	29.890	29.940	87	79	68	S	1.01	...	CK	
		16	29.719	29.826	85	80	70	S	1.83	...	CK, ES	
	5th	10	29.781	29.802	84	80	80	S S E	0.90	...	CK	
		16	29.736	29.845	80	82	83	S W	1.02	...	K	
	6th	10	29.880	29.980	87	82	79	W	0.14	...	S	
		16	29.797	29.808	85	80	87	W	1.74	...	N	
	7th	10	29.808	29.813	85	81	83	W	7.08	0.40	K, ES	
		16	29.808	29.810	84	81	87	S W	1.80	...	K	
	8th	10	29.831	29.810	86	82	83	S W	1.79	...	K	
		16	29.719	29.830	84	81	87	W	2.14	...	K, ES	
MADRAS.	1st	10	29.922	29.982	88	78	60	S E	1.08	...	...
		16	29.840	29.849	88	76	61	S S E	1.08	...	...
	2nd	10	29.972	29.992	87	76	60	S S E	1.10	...	...
		16	29.942	29.872	86	75	67	S by S	1.28	...	...
	3rd	10	29.975	29.995	87	76	68	S S E by E	1.08	...	...
		16	29.881	29.881	87	75	65	S S E	0.90	...	...
	4th	10	29.910	29.920	89	76	64	S S E	0.90	...	...
		16	29.774	29.804	87	70	58	S E	1.08	...	...
	5th	10	29.927	29.957	88	77	68	S E	1.13	...	...
		16	29.791	29.821	86	76	68	S S E	1.15	...	...
	6th	10	29.904	29.904	90	77	63	S S E	1.10	...	...
		16	29.881	29.861	87	80	72	K by S	1.28	...	...
	7th	10	29.915	29.945	90	77	63	S S E	1.10	...	...
		16	29.788	29.818	87	70	68	S S E	1.08	...	...
OUTRICK.	2nd	10	29.837	29.819	87	80	72	S	...	...	...	Fair.
		16	29.720	29.801	91	70	80	S E	...	...	...	Fair.
	3rd	10	29.907	29.889	87	80	72	S	...	...	...	Fair.
		16	29.863	29.745	89	82	73	S S E	...	...	N, C	
	4th	10	29.787	29.809	86	80	75	S S W	...	...	C	
		16	29.911	29.892	86	81	66	S S W	...	...	...	Fair.
	5th	10	29.729	29.811	95	78	71	S S E	...	...	...	Fair.
		16	29.664	29.675	91	80	60	S	...	...	...	Fair.
	6th	10	29.769	29.841	89	80	66	S	...	...	...	Fair.
		16	29.831	29.724	91	81	63	S	...	...	N	
	7th	10	29.770	29.851	90	80	68	S W	...	...	...	Fair.
		16	29.568	29.679	97	81	68	S S W	...	...	...	Fair.
ARRA.	2nd	10	29.895	29.910	86	76	72	S S E	1	...	K	
		16	29.845	29.880	86	78	72	S S W	1	...	K	
	3rd	10	29.870	29.904	85	78	75	S S W	1	...	K, S	
		16	29.817	29.862	85	79	75	S S W	1	...	...
	4th	10	29.925	29.940	85	80	79	S W	1	...	K	
		16	29.808	29.817	87	81	70	S S W	1	...	K, S	
	5th	10	29.887	29.892	84	79	79	W	1	...	C, K	
		16	29.812	29.827	86	81	79	W	1	...	K	
	6th	10	29.955	29.970	85	80	79	W	1	...	K	
		16	29.883	29.847	86	78	68	S W	1	...	C	
	7th	10	29.905	29.930	85	78	71	S S W	1	...	C	
		16	29.812	29.827	87	79	68	S S W	1	...	C	
	8th	10	29.935	29.950	85	79	70	S S W	2	...	C	
		16	29.825	29.840	86	79	70	S S W	1	...	C	

* Velocity of wind in miles per hour.

CALCUTTA,
The 8th April 1871.HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 20th to 26th March 1871.	Rainfall from 27th March to 2nd April 1871.	Ratio from 1st JANUARY 1871.		REMARKS.
				Ratio.	Up to date.	
CUTTACK.	Contact { Telegraph Office ...	Nil	2.00	2.70	2nd April 1871.	
	{ Jail ...	0.12	Not received	0.90	26th Mar. 1871.	
	Pras Point ...	Not received	ditto	3.45	6th Mar. 1871.	
	Jagipore ...	Nil	Nil	0.50	2nd April 1871.	
	Kendrapatala ...	ditto	ditto	1.10	ditto.	
	Jugatasingpore ...	ditto	ditto	5.40	ditto.	
	Sambaspore ...	Not received	Not received	1.05	12th Mar. 1871.	
	Balasore ...	Nil	Nil	1.42	2nd April 1871.	
	Bhuddrak ...	Not received	Not received	0.27	26th Feb. 1871.	
	Pour ...	Nil	ditto	2.44	26th Mar. 1871.	
CUTTACK.	Khoordah ...	Not received	ditto	1.00	12th Mar. 1871.	
	Hazareobanah ...	Nil	Nil	1.00	2nd April 1871.	
	Barhee ...	Not received	ditto	0.80	ditto.	Not received 26th to 26th Mar.
	Pachamba ...	Nil	ditto	1.11	ditto.	
	Ranchee ...	ditto	ditto	2.13	ditto.	
	Palunow ...	ditto	Not received	0.81	26th Mar. 1871.	
	Poruba ...	ditto	Nil	2.08	2nd April 1871.	
	Chyebana ...	ditto	ditto	3.13	ditto.	
	Patna ...	ditto	ditto	0.09	ditto.	
	Behur ...	ditto	ditto	0.04	ditto.	
PATNA.	Barh ...	ditto	ditto	0.07	ditto.	
	Dumapora ...	ditto	ditto	0.02	ditto.	
	Gya ...	ditto	ditto	0.33	ditto.	
	Shreeghatty ...	Not received	Not received	0.18	24th Feb. 1871.	
	Nawadah ...	ditto	ditto	1.09	6th Mar. 1871.	
	Arongaind ...	Nil	Nil	0.43	2nd April 1871.	
	Chumpan ...	ditto	ditto	0.19	ditto.	
	Chuprah ...	ditto	ditto	Nil	ditto.	
	Sewan ...	ditto	Not received	2.98	26th Mar. 1871.	
	Mozurpore ...	Not received	Nil	0.00	2nd April 1871.	Not received 20th to 20th March.
BHAUGULPORE.	Durbhanga ...	Nil	ditto	0.43	ditto.	
	Satanpore ...	ditto	ditto	3.70	ditto.	
	Tajpore ...	ditto	Not received	0.23	20th Mar. 1871.	Not received 6th to 10th Mar.
	Arka ...	ditto	Nil	0.09	2nd April 1871.	
	Harur ...	ditto	ditto	0.23	ditto.	
	Harur ...	Not received	Not received	Nil	18th Feb. 1871.	
	Bhubbhosh ...	Nil	Nil	0.43	2nd April 1871.	
	Banara ...	ditto	Not received	0.76	26th Mar. 1871.	
	Bhaugulpore ...	ditto	Nil	0.45	2nd April 1871.	
	Mudherypoorab ...	ditto	ditto	1.63	ditto.	
BHAUGULPORE.	Bauka ...	ditto	Not received	1.35	26th Mar. 1871.	
	Monghyr ...	ditto	Nil	0.18	2nd April 1871.	
	Jamoc ...	ditto	ditto	1.73	ditto.	
	Begowari ...	ditto	ditto	0.41	ditto.	
	Deoghur ...	ditto	ditto	0.02	ditto.	
	Jamara ...	ditto	ditto	3.00	ditto.	From 18th Feb.
	Itajmehal ...	ditto	Not received	2.30	26th Mar. 1871.	From 12th Feb.
	Purneah ...	ditto	0.63	1.41	2nd April 1871.	
	Rampore Beantab ...	ditto	Nil	0.91	ditto.	
	Nattore ...	ditto	ditto	0.46	ditto.	
RAJSHAH.	Bogra ...	ditto	Not received	Nil	26th Mar. 1871.	Not received 27th Feb. to 5th Mar.
	Dinapore ...	ditto	0.23	4.23	2nd April 1871.	
	Maldah ...	ditto	Nil	1.63	ditto.	
	Berhampore ...	ditto	ditto	1.30	ditto.	
	Jangipore ...	ditto	ditto	1.06	ditto.	
	Lalbagh ...	ditto	ditto	1.06	ditto.	From 16th Jan.
	Pabna ...	ditto	ditto	2.40	ditto.	
	Commercolly ...	ditto	Not received	3.61	26th Mar. 1871.	
	Serajunga ...	ditto	0.85	2.36	2nd April 1871.	
	Rangpore ...	ditto	Nil	2.30	ditto.	
RAJSHAH.	Bhowanigore ...	ditto	1.30	4.41	ditto.	From 22nd Jan.
	Titalya ...	ditto	Nil	3.22	2nd April 1871.	
	Bardwan ...	ditto	ditto	2.80	ditto.	
	Cutwa ...	ditto	Not received	3.77	26th Mar. 1871.	
	Cules ...	ditto	ditto	3.89	ditto.	Not received 4th and 6th March.
	Wood-Bood ...	ditto	Nil	3.54	2nd April 1871.	
	Bansoreah ...	ditto	ditto	3.76	ditto.	
	Bansougah ...	ditto	ditto	2.30	ditto.	
	Sooree ...	ditto	ditto	2.35	ditto.	
	Hooghly ...	ditto	ditto	3.13	ditto.	
BARDWAN.	Serampore ...	ditto	ditto	Nil	ditto.	From 20th Mar.
	Howrah ...	ditto	ditto	3.40	ditto.	
	Midnapore ...	ditto	ditto	7.49	ditto.	
	Coolai ...	ditto	ditto	1.88	ditto.	
	Burbatta ...	ditto	ditto	3.74	ditto.	From 6th Feb.
	Tamluk ...	ditto	ditto	12.83	ditto.	
	Kishnagar ...	ditto	0.43	3.69	ditto.	
	Bangong ...	ditto	Nil	0.77	ditto.	
	Ranghat ...	ditto	ditto	2.68	ditto.	
	Meharpore ...	ditto	0.10	3.70	ditto.	
PURNIA.	Chowlangah ...	ditto	Not received	3.40	26th Mar. 1871.	
	Kochitah ...	ditto	Nil	4.18	2nd April 1871.	
	Jamora ...	ditto	0.04	6.16	ditto.	
	Khoolnab ...	ditto	0.29	6.53	ditto.	From 17th Feb.
	Jowdah ...	ditto	0.10	0.73	ditto.	From 6th March.

DISTRICTS.	Stations.	Rainfall from 20th Feb. to 2nd Mar. 1871.	Rainfall from 27th Mar. to 2nd April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PARTURNEY— (Continued)	Bangor Island ...	Nil	Nil	8.40	2nd April 1871.	
	Calcutta ...	ditto	ditto	8.16	ditto.	
	Alipore Jail ...	ditto	ditto	5.33	ditto.	
	Alipore Hospital ...	ditto	ditto	5.94	ditto.	
	Barrackpore ...	ditto	Not received	0.42	26th Mar. 1871.	
	Dum Dum ...	ditto	ditto	8.38	ditto.	
	Barasat ...	ditto	ditto	5.79	ditto.	
	Satkhherah ...	ditto	ditto	2.84	ditto.	
	Basraerhat ...	ditto	ditto	5.59	ditto.	
	Diamond Harbour ...	ditto	ditto	7.38	ditto.	
	Barrypore ...	ditto	ditto	3.03	ditto.	
	Dacca { Telegraph Office ...	ditto	0.12	5.45	2nd April 1871	
Dacca.	Dacca { Jail ...	ditto	Nil	3.79	ditto.	
	Barrisani ...	ditto	ditto	4.11	ditto.	
	Lowlat Khud ...	ditto	0.02	1.81	ditto.	
	Parasrapore ...	ditto	0.25	4.16	ditto.	
	Madanpore ...	ditto	Nil	4.03	ditto.	
	Kurresapore ...	ditto	0.43	4.73	ditto.	
	Mymerasing ...	ditto	0.04	2.04	ditto.	
	Jamalpore ...	ditto	Not received	0.11	26th Mar. 1871.	
	Ateuh ...	ditto	ditto	2.06	ditto.	
	Kishoreganga ...	ditto	ditto	2.14	ditto.	
	Sylhet ...	0.25	3.45	8.20	2nd April 1871.	
	Cachar ...	Not received	Not received	4.02	19th Mar. 1871.	
CHITTAGONG.	Hylakandy ...	1.50	ditto	4.84	26th Mar. 1871	From 13th Feb. and not received 26th to 28th Feb. and 6th to 10th March.
	Koyah ...	0.41	ditto	2.58	ditto.	
	Chittagong { Telegraph Office ...	Nil	Nil	4.00	2nd April 1871.	
	Chittagong { Jail ...	ditto	ditto	4.19	ditto.	
	Car's Bazar ...	Not received	Not received	5.61	19th Mar. 1871.	
	Kangamata Hall ...	ditto	ditto	0.01	26th Feb. 1871.	
	Nakhtully ...	Nil	Nil	3.98	2nd April 1871.	
	Tipterah ...	ditto	0.43	2.62	ditto.	
	Brahmanbariah ...	ditto	Not received	2.67	26th Mar. 1871	
	Akyab ...	ditto	Nil	0.80	2nd April 1871.	
	Buxa ...	Not received	Not received	3.30	19th Mar. 1871.	
	Gowahparah ...	Nil	0.28	4.31	2nd April 1871.	
CHOC BENGAL.	Dhobree ...	Not received	Not received	Nil	12th Mar. 1871	Not recorded 27th Feb. to 6th March.
	Toora (Garo Hills) ...	Nil	ditto	3.74	26th Mar. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	0.17	15th Feb. 1871.	
	Darjeeling { Jail ...	Nil	1.12	3.54	2nd April 1871.	
	Ranghee ...	Not received	Not received	1.30	26th Feb. 1871.	
	Falacourah ...	ditto	0.53	2.08	2nd April 1871	Not received 26th to 28th March.
	Julpigorie ...	Nil	0.39	4.50	ditto.	
	hoda ...	ditto	Nil	1.10	ditto.	
	Tezpor ...	0.10	Not received	2.18	26th Mar. 1871.	
	Kowgung ...	0.04	1.10	2.24	2nd April 1871.	
	Mungledya ...	Nil	Not received	2.87	26th Mar. 1871	From 30th Jan.
	Burpotan ...	ditto	ditto	2.90	ditto	Not received 13th to 19th Feb.
AMUR.	Gowhatty ...	ditto	Nil	2.20	2nd April 1871.	
	Seehangor ...	1.58	Not received	8.40	26th Mar. 1871.	
	Jorehaut ...	0.74	ditto	3.51	ditto	From 27th Feb.
	Chalghat ...	0.53	ditto	3.74	ditto.	
	Nazborah ...	Not received	ditto	2.27	18th Mar. 1871.	
	Dubrooghar ...	0.78	ditto	8.44	26th Mar. 1871.	
	Suddya ...	0.65	ditto	7.20	ditto	Not received 23rd to 26th Jan.
	Shillong ...	Nil	0.02	0.08	2nd April 1871.	
	Chorapoonjee ...	0.11	0.95	6.32	ditto	From 25th Feb.
	Jowai ...	Nil	Not received	5.15	26th Mar. 1871	Not received 8th to 13th Feb.
	Bamoooodting ...	ditto	ditto	1.50	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 8th April 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Moon's phase.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			B.	Miles.	In.	
April	1st	29.770	94.4	78.0	146.6	84.0	79.4	75.8	0.70	S	...	234.8	...	Clear and cirro cumuli. Lightning on north at 9 p.m. Drizzled at 9 1/2 a.m.
	2nd	82.5	90.0	78.8	141.8	83.6	79.0	75.8	79	S	...	211.3	...	Chiefly cumuli.
	3rd	81.6	85.5	78.6	139.6	82.1	78.9	73.3	75	S & S S E	80.9	280.7	1.61	Stratocumuli and overcast. Storm from 6 1/2 to 7 p.m. Thunder and lightning from 8 to 11 p.m. Rain from 6 1/2 to 8, and at 11 p.m.
	4th	78.2	86.0	79.3	139.0	80.2	75.2	71.7	78	S S W & S	80.0	336.9	0.71	Cirro-cumuli and overcast. High wind from 6 to 6 1/2 p.m. Thunder, lightning, and rain at midnight, and from 6 to 7 p.m.
	5th	76.9	91.3	76.6	142.0	82.8	77.9	73.4	74	S S W & S W	...	270.0	...	Chiefly cumuli. Lightning on south-west at 7 p.m.
	6th	80.2	80.2	70.0	138.0	82.7	70.3	76.9	83	S S W & S	...	180.0	0.01	Clouds of different kinds. Thunder at 4, 6 1/2, and 8 p.m. Lightning on north at 6 1/2 and 8 p.m. Light rain at 5, 7, and 8 1/2 p.m.
	7th	74.3	91.0	78.5	143.7	83.8	79.8	77.0	81	S S W & S	...	234.5	...	Scuds and clear.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1 1/2 feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	22.1
The max. temperature during the past seven days	...	94.4
The max. temperature during the corresponding period of the past year	...	98.6
The mean humidity during the past seven days	...	0.78
The mean humidity during the corresponding period of the past year	...	0.56
		Inches.
The total fall of rain from 1st to 7th	by lower rain gauge	2.59
	by anemometer gauge	1.86
Ditto, average of seventeen previous years	...	0.34
Ditto, between the 1st January and the 7th April	...	8.75
Ditto, ditto ditto, average of 17 years	...	2.93

GOPEENATH SEN,

In charge of the Observatory.

The 10th April 1871.

No. 16

of 1871



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, APRIL 19, 1871.

OFFICIAL PAPERS.

Non-Subscribers in the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for
the purpose of making Laws and Regulations.

Saturday, the 15th April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq.,
A. R. THOMPSON, Esq.,
S. C. BAYLEY, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTEEF, KHAN
BAHADUR.

T. M. ROBINSON, Esq.,
RAJAH JOTEENDRO MOHUN TAGORE BAHADEUR,
T. H. WORDIE, Esq.,
AND
BAROO DICUMBER MITTER.

NEW MEMBER.

MR. BAYLEY took the oath of allegiance, and the oath that he would faithfully fulfil the duties of his office.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH moved that the report of the select committee on the Bill for the better regulation of Markets in Calcutta be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to.

On the motion of Mr. Schalch a verbal amendment was made in section 10.

HIS HONOR THE PRESIDENT said, before the Council proceeded further with the consideration of the Bill, he should like to go back to section 10, and to say that he had considerable doubts as to the propriety of that section: first in regard to the language of the section, which possibly might subject the Council to the imputation of including dogs and cats in the term "domestic animals." But there was another objection to the section, which he thought was more serious. For by this section the Council would appear to be deciding in an indirect way on a question which was a subject of serious consideration, namely, the subject of licensed slaughter-houses; and personally, he thought it would be better to leave this section out of the Bill. By doing so the Council would both avoid the difficulty in regard to the term "domestic animals," and the imputation of dealing with a difficult subject in a summary manner, and thus leave the question of slaughter-houses to be dealt with on its merits. The same objection was felt to the Bill which had been brought in by the hon'ble member on the left (Moulvie Abdool Lutef), which also dealt with this subject in an indirect manner. His Honor's impression was that it would be better to deal with the subject of slaughter-houses distinctly, and by itself. He himself did not propose to move any amendment, but would merely throw out the suggestion, and leave it to hon'ble members to move any amendment in regard to this section or not, as they thought fit.

MR. ROBINSON said there was one matter generally included in Bills of this kind which was not provided for in this, and if we provided against the evil intended to be guarded against

by section 10, that no meat improper for human food should be brought into the market, he thought the matter to which he alluded should also be provided for. The Bill did not provide for the appointment of authorized persons to examine the meat brought into the market, and to see whether it was in a state fit for sale for human food. If a clause of that kind were introduced instead of section 10, he thought it would meet the difficulty, and avoid the objection pointed out with regard to section 10.

Mr. SCHALCH remarked that this Bill was to be read with Act VI. of 1863, under which the Justices had the power to inspect markets and to reject and cause to be confiscated any meat that was unfit for human food. They had also power to make bye-laws for the regulation of markets; and having these powers, it was thought unnecessary to import such a provision as had been referred to in this Bill.

Mr. ROBINSON said, that being the case, he agreed with His Honor the President that section 10 was unnecessary, and he would therefore move that it be omitted.

Mr. SCHALCH said he would rather object to the omission of section 10, because as the law stood, it had been decided by the Council that no animal should be killed for human consumption except at an authorized slaughter-house, and by this clause a further guarantee was given that no meat except such as had been so obtained should be introduced into any market. By the introduction of this provision we were carrying out no new principle; we were merely giving greater effect to the law which already existed.

Mr. COWIE said, inasmuch as this section was at any rate open to the critical objection taken as regards its language, and would require amendment; and also, having regard to the circumstance that the object which seemed to be wished to be attained by this Bill was really something which appertained to the proper management of markets, he thought that, if we looked at this Bill coupled with the sections of the general Act under which bye-laws were passed, it would be better to omit the section now under consideration; and, moreover, it occurred to him that it might be doubtful whether it would be a just or equitable mode of carrying out the object that all animals intended for human consumption should be killed at a licensed slaughter-house. Besides, as we had an implicit promise from the hon'ble member on the left (Moulvie Abdool Luteef) that he would propose a more specific provision than the existing state of the law provided regarding slaughter-houses, he (Mr. Cowie) would support the amendment for the omission of section 10.

Section 10 was then omitted, and the preamble and title were agreed to.

CALCUTTA PORT IMPROVEMENT.

Mr. SCHALCH moved that the report of the select committee on the Bill to amend the Calcutta Port Improvement Act, 1870, be taken into consideration in order to the settlement of the clauses of the Bill, and that the clauses of the Bill be considered for settlement in the form recommended by the select committee.

The motion was agreed to.

Sections 1 and 2 were agreed to.

Section 3 provided that if after thirty-six hours' notice a vessel was not removed from a jetty, the Commissioners might charge for "every complete space of twenty-four hours," after the expiry of such thirty-six hours, during which the vessel shall remain at the jetty, such sum, not exceeding fifty rupees, as they shall think fit.

Mr. SCHALCH said the intention of this section was that a vessel should be removed within thirty-six hours after notice. But by the way in which it was worded, practically the vessel would receive not only the benefit of the thirty-six hours' notice, but a further benefit of twenty-three hours before the penal rate of demurrage could be charged; inasmuch as the section provided that the Commissioners would only be authorized to charge a sum not exceeding fifty rupees for "every complete space of twenty-four hours" after the expiry of the notice. He would therefore propose to amend the section by omitting the words within quotations, and substituting for them the words "each day of twenty-four hours or portion of such day," which would make the demurrage charge take effect immediately on expiry of the notice.

The motion was carried, and the section as amended was agreed to.

Section 4, and the preamble and title, were agreed to.

On the motion of Mr. Schaleh, the Bill was then passed.

HOOGHLY BRIDGE.

Mr. SCHALCH, in the absence of the mover of the Bill, applied to the President to suspend the rules for the conduct of business, to enable him to move that the report of the select committee on the Bill for the construction of a bridge across the river Hooghly, between Howrah and Calcutta, be taken into consideration in order to the settlement of the clauses of the Bill. He thought it was very necessary that this Bill should receive the early attention of the Council.

HIS HONOR THE PRESIDENT said, that in consenting to suspend the rules for the conduct of business, he wished to explain to the Council that he was by no means anxious to underrate the very weighty report of the committee, and the difficult questions which arose under this Bill; nor was he anxious that they should be unduly hurried over. But as Mr. Bradford Leslie, the eminent engineer who had been concerned in the design of this bridge, and whom the Government of India proposed to entrust with the construction of the bridge, was about

to leave Calcutta, His Honor was anxious that the Council should discuss the Bill before Mr. Leslie left, so that the Government might receive the benefit of his assistance on any points on which the Council might consider necessary. The Bill would be taken up for discussion; but it would be understood that nothing would be unduly pressed on hon'ble members as respects their final decision if they were not prepared to decide any particular questions at this meeting.

Mr. SEALON then moved that the report of the select committee be taken into consideration in order to the settlement of the clauses of the Bill, and that the clauses be considered for settlement in the form recommended by the select committee.

The motion was agreed to.

The consideration of section 1, the interpretation section, was postponed.

Section 2 was agreed to after a verbal amendment.

His Honor THE PRESIDENT said, that before proceeding with section 3, he would submit to the consideration of the Council a new section, which raised, in a form more precise than in the existing sections of the Bill, what was really the main question in respect of this Bill, and the determination of which would, he believed, settle the question whether this bridge was to be constructed or not. The Council were probably by this time aware that an agreement had been entered into between the Government and the East Indian Railway Company, by which certain tolls were to be levied on goods passing into or from the railway station at Howrah. It was somewhat a matter of regret that in the Bill as originally drawn this condition of, he might say, the existence of the bridge was somewhat obscurely stated. The report of the select committee had not only made clear the object and effect of this section of the Bill in respect of this matter, but, as also happened, the majority of the members of the committee had disapproved of that vital provision of the Bill. Now, as His Honor had said, he thought it very desirable that there should be no doubt or mistake with regard to the character of that provision: and therefore, with every respect to the select committee, he proposed to move for the consideration of the Council a new clause, which would put that provision in what he hoped would be an unmistakeable form. The section which he proposed was this:—

"Towards meeting the charges incurred in the construction and maintenance of the said bridge, there shall be levied the following fees on goods and passengers conveyed on the railway of the East Indian Railway Company into and from that station at Howrah, viz. —

On every maund of goods	...	...	2 pie.
On every passenger	...	...	3 pie.

Provided that the Lieutenant-Governor of Bengal may at any time lower the said fees, and that the said Lieutenant-Governor may also exempt any goods or any passengers from payment of the said fees."

The clause had not been professionally drawn. He had used the term "fees" in contradistinction to the term "tolls," because the sum to be levied under this section was not quite strictly a toll; for this reason, that the fee would be levied on all goods arriving at or leaving Howrah, whether they crossed the bridge or not. That, no doubt, seemed in theory a somewhat anomalous provision; and the majority of the select committee had considered it so inadmissible a provision, that they recommended that it should be omitted. His Honor thought it necessary to submit to the consideration of the Council a very important fact. As he had already said, the real question before the Council was this, Should the bridge be constructed with this provision, or not constructed at all? because he was in a position to show the Council that that was the real question at issue. He might be in some degree to blame for putting the select committee in this position, because, being new to office and to this Council, he was free to admit that he did not himself at first fully understand the full bearing of that provision; but it must be made quite clear that if this provision was not passed, the project for the construction of the bridge must inevitably fall to the ground. The reason for that assertion was that, in a financial point of view, the Council must remember that we were entirely dependent on the Government of India. We had no funds of our own with which to construct this bridge, and unless the Government of India lent the money, we could not construct it at all. Now, he might say without any breach of confidence that the Government of India generally, and the head of the Government, the Viceroy, in particular, took a very strong view on this question. They said that for local purposes they were quite willing to lend the money, but for that money they required full security: they did not think that for local purposes it was right that they should risk imperial money. They were willing to assist municipalities; they were willing to assist even individuals in some respects; they were willing to assist Trusts and other public bodies: but they required sufficient security for their money. Now, the view taken by the Government of India was this, that from the mere receipt of tolls on the bridge they could not be sure of the repayment of their money. It might be said that the bridge would pay itself: it would not be for him to say that it would not. He hoped it might pay. But we could not give the Government of India an assurance that they were willing to accept that from the mere ordinary receipts from tolls on the bridge, the capital money advanced for the construction of the bridge would be secured. That being so, the Government of India said that unless they could have an additional security, they could not give the money. In this respect the bridge question was, he might say, identically in the same position as the market question which was discussed the other day. Certain members of the Council had observed at the

time, and not unreasonably, that it would be better that the security for the money advanced for the construction of the market should be confined to the dues and rents received from the market itself. To that it was replied, that if you insisted on that condition, the market could not be constructed, because we could not get the money. Similarly, with regard to this Bill he had to say that we could not get the money unless we could give the Government of India some collateral security for their money, beyond the ordinary tolls received from the bridge. Well, the question arose, What collateral security could we give? He thought that the hon'ble members who made those observations the other day, and he believed all hon'ble members of this Council, would be inclined to say that the municipality would not be prepared to undertake this liability. It might be a question, and it was a question which arose under the 12th section of this Bill, whether the Port Trust Commission would be inclined to undertake this liability, and make the charge a charge on the port dues of Calcutta, whereby the shipping of the port should be burdened for all time with the liability for the charges of this bridge. He was inclined to believe that the 12th section of this Bill had slipped somewhat inadvertently into the Bill, and that the Port Trust Commission were not prepared to undertake their liability. The Government being anxious, for the sake of Calcutta, that this bridge should be built, and being anxious at the same time to secure themselves, had proposed to obtain this collateral security through the East Indian Railway Company. The Railway Company had said, We are willing to put a tax on all goods coming out or passing through the Howrah station for the benefit of the bridge. And the result was, that whereas the receipts from tolls on the bridge was a somewhat indefinite quantity, which we could not exactly calculate for the satisfaction of the Government of India, the levy of tolls on goods passing through the railway was in some sense a definite quantity,—that was to say, we knew the quantity of goods which at present came to, and went from the Howrah station. We knew that with the progress of the country, and the general advance of things, that amount of traffic would not be diminished, but, on the contrary, would be increased; and therefore the Government of India accepted with confidence the calculation that a certain very large sum would be received from a tax on goods coming into and passing through Howrah, if the Council would be pleased to pass this section of the Bill.

He had received, in addition to the report of the select committee, a report from the Port Trust Commissioners, who were requested by the Government to consider the project for the construction of this bridge. He regretted to see that they also, as well as the committee of the Chamber of Commerce, were adverse to this provision; but he was apprehensive that the Port Trust Commissioners and the Chamber of Commerce, as well as the members of the select committee on this Bill, had not fully realized to themselves the fact that if this provision was not passed, the project would altogether fall to the ground. And therefore, notwithstanding the adverse opinions expressed regarding this provision, he was anxious to ask the Council to consider and deliberate very seriously before they rejected this provision. He would ask the Council to consider that, in fact, although the provision was one to which great objections might no doubt be taken, in practice it would amount to a sort of partial *octroi* upon goods going into and out of Calcutta and Howrah, and that the charge proposed to be made was very little indeed. The charge amounted to about four annas and six pies on the ton, or something like six pence per ton. The principal objection to this charge appeared to be in regard to the article of coal. He thought he was right in saying that this tax upon coal was in reality not really so heavy as the citizens of London submitted to in regard to coal brought into the City: they submitted to a tax on coal which was levied by the City of London for the benefit of the city alone, and the tax was much heavier than would be paid under this Bill by those interested in the trade in coal. Then the question for the Council to consider was, whether, in consideration of the convenience and advantage the inhabitants of Calcutta would derive from the construction of a bridge, they were willing to submit to this very small impost. Six pence per ton on coal and all other goods would not only provide the means of crossing these goods, but the bridge would also be an immense convenience to the residents and inhabitants of Calcutta who crossed the river on foot or in carriages. He should be very sorry to raise any question here of Native against European in regard to any such enterprise; and this was a point the consideration of which an hon'ble member was good enough on a former occasion to withdraw in a most handsome manner. But he must say that, if we took it as a question of the interests of the residents of Calcutta, putting apart the interests of the commercial gentlemen, who were probably the best judges of their own interests as respects the question of goods, it would be for them to consider whether, on the whole, it would be desirable to submit to this arrangement or not. He would say that in regard to the inhabitants of Calcutta his impression was that this provision was extremely favorable—that they would obtain a very great advantage at a slight cost to them. They would have a bridge ready at their hands, and the only additional cost would be a very slight tax on coal and other goods coming into or going from the railway station at Howrah, which they did not at present pay, but which would be far short of what they paid for the loading and unloading of boats and the crossing of the river. He could say without fear of contradiction that the proposed tax would be a mere fraction of what was now paid for crossing goods by boats and cartage from the railway to godowns on this side the river.

This being the state of things, he should be very sorry indeed, by mere force of official votes, to force a Bill of this kind on the Council, because this Bill was eminently a local Bill. This project was designed solely and entirely for the benefit of the inhabitants and the merchants of Calcutta and Howrah. Therefore, if it was the case that the gentlemen who represented these local interests were distinctly opposed to this Bill, he should be very sorry to override their opinions by the mere force of official votes. One gentleman, who held an official position and was a member of the select committee, had committed himself to an opinion adverse to this provision. But the members of this Council who were members of the immediate executive Government had determined to vote in favor of this clause, and he would put it to the other members of the Council that if, on a fair consideration of all the circumstances, they should decide to reject this clause, the responsibility of the falling through of this project, and the loss of the bridge, would rest upon them, and not with the executive Government; and in that view he would leave the Council to admit or reject this clause.

Perhaps it was not desirable that this question should be decided in this hurried and off-hand way: it was desirable that more full consideration should be given to it; and although he had now moved for the insertion of this clause in order that it might be discussed, it might be considered desirable that the final consideration of it should be postponed. In the meantime he hoped honorable members would now say what they had to say on the subject, and so far as the question could now be discussed to-day, that we should now discuss it.

Mr. Robinson said the manner in which His Honor the President had put the amendment of clause 3, and which he (Mr. Robinson) understood was to be ultimately proposed for the consideration of the Council, was one which he thought all the members of the Council must fully appreciate. As he understood the amendment, it maintained fully the principle contained in clause 3 of the original Bill, to which he had objected as a member of the select committee. He would therefore make a few remarks on the general subject of the scheme for the construction of a floating bridge.

A floating bridge was originally proposed to be made by a Company. He was not one of the first projectors of the bridge, or in any way concerned with the original design; but when that design had been matured, and arrangements had been made for the submission of a distinct proposition to the Government of India, asking its sanction for the construction of a floating bridge, the gentlemen who originated it came to him and asked him to join them in the enterprise. He did so, and from that time he had been aware of the communications that had taken place with the Government of India on the subject. He believed that at first there was a general idea that the bridge would pay, and that consequently the Government of India thought that the best thing they could do would be to make the bridge themselves. When he took up the subject he was not told that in so many words. But what he understood was, that the work being looked upon as an imperial work—not a local work for the benefit of Calcutta, but for the benefit of the public in general who travelled by the East India Railway, and who carried on business over the whole of India through the agency of the Railway Company—it was considered that the undertaking should be an imperial one, and that the public should be taxed at all events as little as possible for the use of this bridge, for which it was clear they must pay if it were constructed by a Private Company for the purpose of profit. In point of fact, the term used was that it was to be a “free bridge.” That was subsequently changed, and a scheme was devised of bringing the Railway Company into the question, and allowing them to collect tolls for the bridge. It appeared to him that in the way this arrangement was proposed to be carried out with the East Indian Railway Company, instead of the bridge being in any way free, or instead of the public being in any way taxed or troubled by the bridge to a less degree than they would have been had it been constructed by a Company, a most ingenious contrivance had been hit upon to make the bridge a tax upon the public by introducing the plan that every one using the railway should pay, whether they used the bridge or not.

Now, with regard to the principle of charging for all goods simply because they came into a railway station, he should be extremely sorry to see this Council commit itself to a principle which he believed was utterly unheard of hitherto. Surely, it was striking at the root of all commercial arrangements if men engaged in business were made to pay for the benefit of that which they did not use or require to use. Putting the matter in a practical way, he would say this: Suppose he imported a hundred bales of piece goods from Europe and landed them at Howrah, where he carried on his business. Three months after he had landed them there, he required to send them up to Delhi, and because he wanted to send them to Delhi, he was made to pay something, however small, for the use of this bridge. Putting it in that plain and simple way, he never could reconcile himself to vote for such an unusual and unfair charge upon commerce.

Another objection from a commercial point of view was this: This charge was to be a uniform one of so much per ton for everything, whether it was worth a rupee or a hundred rupees. This was a principle quite new and utterly unjustifiable. He did not think that such a principle as this was ever sanctioned by legislation in any country in the world. There must be some difference of charge imposed on goods of great value and goods of less value; and this applied especially with regard to coal, which was here of very little value. The price of coal was now but twenty shillings per ton, and, as he understood it, they would be made to pay for the construction of this bridge about six pence per ton, or two and a half per cent., on the

value of all coal brought into Howrah. Moreover, on this special article it would be a totally gratuitous tax; because it happened that the amount of coal brought to Howrah was very large, and the amount of coal which found its way into Calcutta was extremely small. The bulk of the coal was used on the other side of the river—on board of steamers, and in mills and factories far beyond the limits of the port. In that instance there would be a special tax fixed upon this article of coal for a purpose from which the trade in it derived no sort of benefit whatever.

It had been put very forcibly before us that, if we did not agree to this extraordinary imposition of charge, the bridge could not be constructed at all. Well that, he must take leave to say, was correct as the matter stood now; but referring to what he had said before us to the original project for constructing a bridge, the projectors (and he believed the parties were quite ready and able still to construct the bridge) never made any demand of this kind, and he was certain they never contemplated making it, and it had never entered into their minds to ask the Government to make any such exceptional charge upon the public. But they would be perfectly satisfied to construct the bridge on the faith of making a very excellent profit out of the ordinary tolls on the traffic on the river. It seemed to him, if he was not going beyond his proper province in making the remark, that the principle on which the Government desired to construct works of this kind was one on which they could never on any possibility be carried out. It seemed to him that somebody was wanted to say that, if this bridge was made at a certain cost, it would yield a certain return. He thought that it was utterly out of the power of man, either with regard to this bridge, or with regard to any work of the kind which ever was constructed or ever would be constructed, to answer any such question closely. He knew that in commercial enterprises men did not look, whether such enterprises consisted in the construction of a bridge or a railway or a canal, simply to the existing facts, and to make hard calculations upon paper that there was a certain amount of traffic on a certain line of communication, and that this traffic would give a certain amount of profit on a stated expenditure. No commercial man ever limited his view to such calculations. But what every man did look to was the general improvement of the traffic the contemplated work was intended to assist. He took a broad and general view of the resources of the country through which his work was to pass, or of the places it was to connect, and he looked to that improvement which experience showed was always brought about by works judiciously entered upon, and he depended upon that improvement almost as much as on existing data for profits to be derived from the construction of the work.

It seemed to him that if this Council consented to the principle of this clause, it would even then be no satisfactory assurance that the construction of this bridge would be permanently profitable. He thought that not only was the principle contained in this section one to which this Council could not be expected to assent, but he also thought that it was one which was entered upon on entirely mistaken premises; and with great respect to the views of those who thought differently, and who would wish to see this principle carried out, he must say that he must offer to it to the last his most strenuous opposition.

Mr. WORDIE said, it appeared to him clear that the first principle in arranging for the maintenance of works of this description was that those who used them should pay for the benefit they derived from them, and that any other principle was unjust and unfair. The proposal made in this third section was that commercial interests were to be specially taxed for the benefit of the public at large. That such a proposal should not be opposed by the general public did not occasion him surprise; but certainly amongst the commercial community the feeling was adverse to the proposition, and he did not understand how it could be otherwise. That the Railway Company also did not object, was not to be wondered at. It seemed to him that neither the sanction nor the dissent of the Company could form an argument in the matter, for they were under no guarantee to the Government to bear a part of the expense, and the concession they made of collecting the dues without charge was for their own convenience as well as for that of the public using their line. It was pointedly put to the Council that if this clause was not accepted, there would be no bridge at all. He would meet such a question by saying, let there be no bridge, if it was to be raised on such an inequitable basis. He did not hesitate to assert that the principle contained in the proposed clause would meet with universal dissatisfaction amongst the mercantile community, and that the general feeling would be rather to suffer the inconveniences which now existed than willingly to submit to this new evil.

Then again, it was stated that the matter was wholly one of profit and loss. If it could be shown that from the tolls and dues raised in any other manner than that proposed by the Bill, the expense of the maintenance of the bridge would be met and leave some profit, then he understood that this section would be abandoned. The report of the Port Trust Commission, he believed, showed pretty clearly that another mode could be devised whereby the principle complained of might be expunged. He did not know whether that report had been circulated to the members of this Council, and for that reason he agreed that it would be well to postpone the section till the information supplied by the report had been duly considered by members. If it happened that the views expressed in the report met with the approval of the Council, he hoped that the proposal made by the Commissioners would be adopted, and that the principle which had caused so much dissatisfaction would be given up, and the erection of the bridge proceeded with.

MR. SCHALCH said, having as a member of the select committee on this Bill, and as a member of the Port Trust Commissioners, to whom the question had been referred, recorded his opinion against the expediency of this proposition, he would wish to say a few words on the subject. The view taken by the commercial members of this Council had been so distinctly stated, that it was not necessary for him again to refer to it. He would merely say that when this subject was under the consideration of the Port Trust Commissioners, they consulted the Chamber of Commerce, whose opinion was most decidedly against the adoption of this mode of charge, and that opinion was most thoroughly and entirely concurred in by every member of the Commission. And he was quite certain, as far as he was concerned, although he was an official member of the Council, that it was his duty to support it.

And here he would, with all due deference, beg to offer a remark or two upon what had been stated when the new section was laid before them, namely, that the responsibility of the project falling through would rest on those members of this Council who objected to this principle. He did not think that that could be fairly said, unless the conditions which they rejected were just and honest. But he thought that when the conditions to which they were required to assent were of a doubtful nature, it was the duty of hon'ble members to consider whether those principles were proper or not, and whether they could vote for them; and if they found that they could not do so, he did not think they could be justly charged with having caused the project to fall to the ground, because of their non-acceptance of those conditions. But it struck him that a compromise might be effected which would meet the views of those members of the Council who were opposed to this principle. Hon'ble members who were in the Council at the time of the passing of the Port Improvement Act, would remember that the Government of that time—that was to say, the Government of India—in view to guarding themselves against any possibility of loss, were very desirous of introducing a provision for the increase of the income of the Commissioners by imposing a duty on all goods landed or shipped at the port, to such a sum as would provide against the possibility of any loss to the Government. Considerable opposition was made to that proposal, and at last a compromise was made by the introduction of a provision whereby the Government took power to force the Commissioners to place additional tolls on all goods entering or leaving the port, whether discharged or laden at the Commissioners' wharves or not, in the event of the annual income of the Commissioners proving insufficient to cover their liability. Very great opposition was made at the time to that proposition; but as it was felt by hon'ble members that there was a very great probability—almost a certainty—that the ordinary tolls charged on goods landed by the Commissioners would cover their liability, that proposition was accepted, looking to the fact that without such a provision no Port Commission would ever have been created. The result had been, that instead of the receipts from the landing of goods being insufficient, they had proved much greater than had been anticipated; and he might say that now there was no probability of the Commissioners incurring any loss, or of that provision coming into effect.

Why, then, should there not be made in this Act some similar provision? Why not let tolls be fixed on all goods and passengers using the bridge, with a provision that if the proceeds were not sufficient to cover the liability attaching to the bridge, a terminal tax should then, and in that case only, be put upon those goods leaving or entering the Howrah Station which did not use the bridge? Of course the principle would be equally obnoxious; but taking a sanguine view of the matter, he thought the provision would never be required at all, and it would enable the project to be carried out. He merely threw this out as a suggestion, which the commercial members might probably think it worth while to take into consideration. The proposition to make all goods liable to the charge was founded upon the idea that unless that be done, the proceeds from the bridge would not be sufficient to cover the liability. The Port Trust Commissioners had in their report somewhat fully entered into that question, and had shown good grounds for believing that in the manner they proposed that the funds should be obtained, it would be unnecessary to have recourse to such an obnoxious charge. He believed that that report had not been circulated to the Council, but he thought it was of great importance that it should be circulated before they came to any decision upon the question; and he would therefore strongly urge that the consideration of this question should be postponed until hon'ble members had had time to study the proposals made by the Port Trust Commission. He should be sorry to have the matter finally decided now, because, after the views expressed by the commercial gentlemen, and the recommendations made by the Port Trust Commission, he felt himself bound to support the views of the commercial community against the imposition of the proposed charge.

HIS HONOR THE PRESIDENT said, before we conclude the discussion upon this clause, he should like to say a few words with reference to what had fallen from the commercial members of the Council. He should like to repeat in emphatic terms what he had stated to be the gist of the question, namely, that we should not get the money unless we gave some such guarantee as that proposed by the clause which he had the honor to lay before the Council, or another guarantee such as that suggested by the hon'ble member who had just spoken. He might mention to the Council, without any breach of confidence, that on the very day before the Viceroy left Calcutta, he had an interview with His Excellency in the capacity of the advocate of the interests of Bengal, and he had urged as strongly as he fairly could that a

bridge of this kind must to a certain extent be a matter of speculation; that it was not possible to specify very accurately what the proceeds from it would be, but still there was reason to expect a good return from the ordinary tolls; and he submitted that it would very much facilitate our progress if the Government of India would consent to advance the money on that security. But he was sorry to state to the Council that His Excellency's opinion upon this point was so emphatic, that there was not the slightest hope of moving His Excellency or the Government of India in that matter; and therefore, His Honor repeated, whether the conclusion of the Government of India was right or wrong, it was a conclusion which we could not hope to shake, and unless we could give some collateral security for the re-payment of the capital, we should not have a bridge as now designed under present arrangements.

An hon'ble member had alluded to proposals for the construction of a bridge as an imperial undertaking. If we had induced the Government of India to take this view, it would perhaps have led to wider discussions; because after all this bridge was a Calcutta bridge, and one could not say that the people of Bombay or Madras were very much interested in it. In fact, now that he had done his best for Bengal, and since the question had passed his hands, he thought he might say that we might fairly be called upon to put our shoulders to the wheel and build the bridge as we could, either from funds supplied by local means, or in any other way which could possibly be suggested. At one time, no doubt, it was proposed by the Government of India that this bridge should be a free bridge. But he found, on looking into the correspondence, that the proposal was to make the bridge free to the inhabitants of Calcutta on the condition of this terminal charge upon the East Indian Railway Company. It was sanguinely hoped that this terminal charge would suffice to meet the expenses of the bridge; but it was well known that when we were in the hands of eminent engineers estimates were apt to swell, and it so happened that in this case the estimate had swollen, and it was then found necessary to tax the local traffic to a moderate extent. To that determination, he thought, no exception could be taken. The Government of India very long clung to their anxious wish that foot passengers should go free; but that also it was found necessary to abandon. But, at the same time, His Honor must express his opinion that the calculations of the Port Trust Commissioners in respect of the funds to be raised from foot passengers were over-sanguine. He would not, however, enter further into that question at present.

It seemed to him that the main question had been most fairly met by the hon'ble member on the right (Mr. Wordie), who said that if we could not have the bridge except on the terms proposed, we could not have it at all. That was the clear and distinct opinion of the hon'ble gentleman, who accepted the responsibility in that shape. It seemed to His Honor that in reality the hon'ble gentleman did not differ from the views of the hon'ble member on the left (Mr. Schaleh), who said that this objection was a reasonable objection, and therefore, if we reject the project upon this ground, we cannot be blamed for it. His Honor had not used the word "responsibility" in an offensive sense at all; all that he did say was, that in a certain sense they were the best judges of their own interests; it was free to them to reject the Bill if they chose, but then, he said, the responsibility of that decision rests with you as a matter of judgment, and not as a matter of misconduct; don't afterwards complain that you have not got the bridge.

Then another proposition had been thrown out by the hon'ble member on the left (Mr. Schaleh): that was a proposition which seemed to His Honor to be one which we could very fairly consider. It was a proposition of the same kind as that which he had placed before the Council, that a tax should be levied upon all goods entering into or going out of the railway station at Howrah. Well, the proposition which had been suggested was that a tax should be levied upon all goods entering into or going out of the port of Calcutta.

[Mr. SCHALEH explained that what he suggested was that the capital charge should be made upon those using the bridge, and that in case the proceeds from such charge should not be sufficient, the deficiency should be met by a tax on all goods coming into or going from the Howrah station.]

His Honor proceeded—He thought that would come to very much the same thing as his own proposition, as eventually the charge would be levied on all such goods, and he was perfectly ready to accept it as far as he was concerned.

Then, with reference to the observations made by the hon'ble member on the right (Mr. Wordie), His Honor was free to admit that though with the rejection of this Bill the construction of a bridge on the present plan would fall to the ground, it did not necessarily follow that we should never have any bridge at all. All that he did submit was, that the present project would fall through, and that at all events we could not have a bridge immediately.

His Honor would also say, with reference to the remarks that fell from the other hon'ble member on the right (Mr. Robinson), that he believed it was a condition insisted upon by the Company who projected this bridge—and that condition would be likely to be insisted upon by other Companies—that very much heavier tolls should be charged on goods crossing the bridge than those now proposed to be levied.

[Mr. ROBINSON explained that the proposition made was that the Company would accept such tolls as the Government would allow them to charge.]

HIS HONOR continued—It would rest with the Company, if they thought it would be advantageous to them, to take the tolls at the amount proposed by the Government; and if the Council thought that there were any great advantages in making a bridge by means of a Company (His Honor was inclined to think that there were great disadvantages), that might be an element in their minds in deciding against the present proposal. But he thought that any Company that could be got up, would insist on levying heavier tolls than those which it was now proposed to levy.

HIS HONOR would then submit to the Council that they should permit this section, which he had proposed as section 3, to be printed, and that its consideration should be postponed for a fortnight, during which time the report of the Port Trust Commissioners would also be circulated.

The consideration of the proposed section was then postponed.

The consideration of section 3 was postponed.

A verbal amendment was made in section 4.

Sections 5 and 6 were agreed to.

The consideration of section 7 was postponed.

Section 8 was agreed to.

A verbal amendment was made in section 9.

The consideration of sections 10 and 11 was postponed.

On the motion of Mr. Cowie, section 12 was omitted.

Sections 13, 14, 15, and 16, were agreed to with verbal amendments.

The consideration of section 17 was postponed.

Verbal amendments were made in section 18.

Sections 19, 20, and 21, were agreed to.

The consideration of section 22 was postponed.

Section 23 was agreed to.

The consideration of section 24 was postponed.

Sections 25 to 31 were agreed to.

HIS HONOR THE PRESIDENT said he wished to understand whether, before the Bill was submitted for the consideration of the public, hon'ble members thought it desirable to propose any alterations in the schedule, subject of course to further consideration.

MR. WOODRE said the difficulty was in regard to knowing on what data the tolls or rates were to be charged. The scale of tolls would, he thought, depend greatly upon the consideration as to what goods were to be liable to the charge; and that was a consideration which affected the proposed section 3, the consideration of which had been postponed. There were two different bases on which the charges might be made. He thought, therefore, that the consideration of the schedule should be postponed.

HIS HONOR THE PRESIDENT said, the arrangements originally proposed by the Government of India were made on the supposition that the bridge could be constructed for £150,000, and on that supposition they were satisfied that the tolls proposed to be levied would be sufficient. But the estimates had since increased to £182,000. It was suggested to the Government whether, under the modified estimates, the arrangements proposed would sufficiently secure the money to be advanced; and there was an additional difficulty in that respect. He quite agreed that one state of things depended upon the other; and it was therefore that he threw out for the consideration of the Council that if they thought that these local rates could or ought to be properly raised, we should be in a better position to deal with the scheme, and the public would be in a better position to consider the matter. It appeared to him that before we had done with the consideration of the Bill to-day, it would be very desirable to settle the rates which hon'ble members thought it fair to charge for goods and passengers crossing the bridge, without any reference to the railway traffic. But if it was the opinion of the Council that the consideration of the schedule should be postponed, he would offer no objection to that course.

The consideration of the schedule, and the further consideration of the Bill, were then postponed.

HIS HONOR THE PRESIDENT said, that before adjourning the Council, he would state that he had that morning received a letter from the Hon'ble Mr. Cowie, announcing his resignation of his seat in this Council. The Council were probably aware that this calamity had been looming in the distance; that it was, in fact, inevitable in consequence of the departure from his country of the hon'ble gentleman who had been the stay and backbone of this Council for many years. HIS HONOR had alluded on a late occasion to the loss of a gentleman eminent in the administrative service of the Crown, who had been a member of this Council. He should say that if our regret on that occasion could be exceeded, it was on this occasion, on which we were to lose a member who was not only an important member of society and of the Government, but who was also a gentleman who had been the very backbone of this Council for a very long time, if not quite from its foundation up to the present time. How we should get on when we lost the services of the Hon'ble Mr. Cowie, time alone could determine. He was quite sure we should not be able to get on so well as we had gone on hitherto. We should have immense difficulty in obtaining such assistance as he

had so constantly given us. We must trust that the other eminent gentleman who would shortly take his seat in this Council would do what he could for us; but His Honor believed that there was hardly any gentleman who by experience, by energy, and by the will to assist, was so qualified as the honorable gentleman we were about to lose; and he was quite sure, and he believed he was expressing the sentiments of every honorable member present, that it was with the most extreme regret that we should lose him from this Council.

The Council was adjourned to Saturday, the 29th instant.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed dew-point.	Mean degree of humidity.	Wind.			Moon's phase.	General Remarks.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			lb.	Miles.	In.	
April	8th	29.729	93.0	78.0	147.0	84.3	80.3	77.5	0.81	S by E & S	...	10.1	...	Cirri, cirrostrati, and seeds.
	9th	29.80	84.2	60.5	130.0	88.7	80.0	77.4	.82	S by W & S	...	10.8	...	Chiefly stratus.
	10th	29.80	93.3	80.8	130.0	85.5	80.8	77.4	.77	S by W, S & W & S by E	...	21.0	...	Seeds, cirri, and clear.
	11th	29.91	92.7	78.7	114.0	84.9	80.8	77.0	.80	S & S by W	...	21.0	...	Clear and cirri.
	12th	29.81	91.5	70.0	140.0	85.3	80.6	77.8	.78	S & S W	...	21.5	...	Clear and cirri.
	13th	29.77	94.2	80.0	141.8	85.4	80.5	77.1	.77	S by W & S	...	21.5	...	Stratus and clear.
	14th	29.76	90.4	70.4	145.0	85.0	80.4	77.2	.78	S S W & S	...	20.4	...	Cirri, and cirro-cumuli. Lightning from 9 to 11 p.m.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is $1\frac{1}{2}$ feet, and that of the aneroid 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.9
The max. temperature during the past seven days	...	94.5
The max. temperature during the corresponding period of the past year	...	95.4
The mean humidity during the past seven days	...	0.70
The mean humidity during the corresponding period of the past year	...	0.73
		Inches.
The total fall of rain from 8th to 14th	by lower rain gauge	Nil
	by anemometer gauge	Nil
Ditto, average of seventeen previous years	...	0.34
Ditto, between the 1st January and the 14th April	...	8.75
Ditto, ditto ditto, average of 17 years	...	3.26

The 15th April 1871.

GOPHENAUTH SEN,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 9th to 15th April 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity at 500	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.	10	29.825	29.813	86.7	80.7	83	S by W	...	...	S	ends from S by W
	9th	16	29.795	29.744	87.0	81.5	77	S by W	...	...	S	ends from S by W
	10th	10	29.813	29.807	80.3	80.7	77	S by W	...	...	K C K	
	11th	10	29.843	29.801	87.0	81.5	77	S by W	...	...	K C K	
	12th	10	29.812	29.830	85.0	81.5	68	S	...	...
	13th	10	29.815	29.803	86.3	82.5	78	S by W	...	...	G	
	14th	10	29.773	29.741	83.1	82.4	60	S	...	...
	15th	10	29.823	29.843	87.0	82.0	75	S by W	...	...
	16th	10	29.863	29.767	82.0	81.4	60	S by W	...	...	CS	
	17th	10	29.745	29.784	88.3	82.4	74	S by W	...	...	K CS	
SACON TALLEE.	9th	10	29.820	29.835	86	81	83	S by W	...	...	K S	
	10th	10	29.837	29.773	86	82	83	S	12.5	...	N	m
	11th	10	29.843	29.793	85	83	80	S S E	12.7	...	N	m
	12th	10	29.810	29.755	87	83	70	S S E	11.0	...	N	m
	13th	10	29.844	29.740	87	82	70	S S E	12.0	...	N	m
	14th	10	29.804	29.712	85	82	70	S S E	12.2	...	N	m
	15th	10	29.847	29.753	87	82	70	S	11.4	...	N	m
	16th	10	29.794	29.741	88	82	70	S S E	12.7	...	N	m
	17th	10	29.804	29.811	84	83	80	S	11.0	...	N	m
	18th	10	29.771	29.717	88	81	83	S S W	10.1	...	N	m
CHITTAGONG.	9th	10	29.790	29.780	87	81	83	S S E	8.0	...	K	b, m
	10th	10	29.795	29.775	87	83	83	S W	15.0	...	CS	b, m
	11th	10	29.835	29.810	85	82	87	S W	22.0	...	K	b, m, y
	12th	10	29.837	29.817	84	81	87	S W	14.0	...	K	b, m
	13th	10	29.830	29.800	87	84	89	S S W	14.0	...	K	b, m
	14th	10	29.740	29.790	87	83	89	S S E	14.0	...	K	b, m
	15th	10	29.781	29.770	87	84	83	S W	14.0	...	K	b, m
	16th	10	29.740	29.870	88	84	87	S W	14.0	...	K	b, m
	17th	10	29.684	29.743	86	84	87	S W	14.0	...	K	b, m
	18th	10	29.710	29.830	70	77	91	N E	17.0	...	CS	b, m, y
MADRAS.	8th	10	29.680	29.630	81	79	84	S S E	11.0	...		b, m
	9th	10	29.753	29.773	84	78	82	S S E by E	11.0	...		b, m
	10th	10	29.800	29.820	80	77	80	S S E	11.0	...		b, m
	11th	10	29.742	29.812	88	78	82	S S E	11.0	...		b, m
	12th	10	29.702	29.792	90	79	89	E by S	12.0	...		b, m
	13th	10	29.840	29.810	80	79	82	E	12.0	...		b, m
	14th	10	29.841	29.871	80	78	82	E S E	12.0	...		b, m
	15th	10	29.800	29.830	88	78	82	E	12.0	...		b, m
	16th	10	29.815	29.835	81	78	83	S S E	11.0	...		b, m
	17th	10	29.830	29.850	87	79	85	E S E	12.0	...		b, m
COYDUR.	9th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	10th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	11th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	12th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	13th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	14th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	15th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	16th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	17th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
	18th	10	29.801	29.772	90	80	83	S W	...	...		Fair.
ARAB.	9th	10	29.825	29.813	86.7	80.7	83	S by W	...	...	K	b, m
	10th	10	29.837	29.773	86	82	83	S	12.5	...	K	b, m
	11th	10	29.843	29.793	85	83	80	S S E	12.7	...	K	b, m
	12th	10	29.810	29.755	87	83	70	S S E	11.0	...	K	b, m
	13th	10	29.844	29.740	87	82	70	S S E	12.0	...	K	b, m
	14th	10	29.804	29.712	85	82	70	S S E	12.2	...	K	b, m
	15th	10	29.847	29.753	87	82	70	S	11.4	...	K	b, m
	16th	10	29.794	29.741	88	82	70	S S E	12.7	...	K	b, m
	17th	10	29.804	29.811	84	83	80	S	11.0	...	K	b, m
	18th	10	29.771	29.717	88	81	83	S S W	10.1	...	K, N	b, m

* Velocity of wind in miles per hour.

CALCUTTA,
The 15th April 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Division.	Station.	Rainfall from 27th March to 2nd April 1871.	Rainfall from 3rd to 9th April 1871.	Rain from 1st January 1871.		Remarks.
				Inch.	Up to date.	
Cuttack.	Cuttack (Telegraph Office ...)	2.00	Nil	2.70	28th April 1871	
	Cuttack (Jail ...)	Not received	ditto	0.29	ditto	Not received 27th Mar. to 2nd April.
	Fales Point ...	ditto	Not received	3.45	5th Mar. 1871	
	Jagipore ...	Nil	ditto	0.50	2nd April 1871.	
	Kondrapur ...	ditto	ditto	1.10	ditto.	
	Jugatsingapore ...	ditto	ditto	5.40	ditto.	
	Simabuhore ...	ditto	Nil	1.05	28th April 1871	Not received 13th to 20th March.
	Matasore ...	ditto	0.65	2.39	ditto.	
	Blundrock ...	Not received	Not received	0.27	20th Feb. 1871.	
	Pooros ...	ditto	ditto	0.11	20th Mar. 1871.	
Chota Nagpur.	Elmoondah ...	ditto	ditto	1.20	12th Mar. 1871.	
	Razarcobaugh ...	Nil	0.00	1.14	9th April 1871.	
	Burpur ...	ditto	Nil	0.58	ditto	Not received 20th to 26th Mar.
	Pachanah ...	ditto	ditto	1.11	ditto.	
	Chancher ...	ditto	ditto	2.13	ditto.	
	Palam-pu ...	ditto	ditto	0.61	ditto.	
	Paridra ...	ditto	ditto	2.33	ditto.	
	Chyerasen ...	ditto	0.10	3.20	ditto.	
	Patna ...	ditto	Nil	0.00	ditto.	
	Behar ...	ditto	ditto	0.54	ditto.	
Pargana.	Bahar ...	ditto	ditto	0.57	ditto.	
	Dumra ...	ditto	ditto	0.02	ditto.	
	Gies ...	ditto	ditto	0.31	ditto.	
	Shorah, ty ...	Not received	Not received	0.16	24th Feb. 1871.	
	Arundah ...	ditto	ditto	1.00	5th Mar. 1871.	
	Chinnapan ...	Nil	Nil	0.47	28th April 1871.	
	Chuprah ...	ditto	ditto	0.15	ditto.	
	Sewon ...	ditto	ditto	Nil	ditto.	
	Mazidra, re ...	ditto	ditto	2.50	ditto.	
	De, in, ram ...	ditto	ditto	0.11	ditto.	Not received 20th to 26th Mar.
Bhadrupore.	Sest, muree ...	ditto	ditto	0.13	ditto.	
	Tajpore ...	ditto	ditto	3.75	ditto.	
	Arum ...	Not received	Not received	0.26	24th Mar. 1871	Not received 5th to 10th Mar.
	Phur ...	Nil	Nil	0.00	9th April 1871.	
	Sasoon ...	ditto	ditto	0.23	ditto.	
	Udhin, ash ...	Not received	Not received	Nil	17th Feb. 1871.	
		Nil	Nil	0.13	9th April 1871.	
	Benares ...	ditto	0.50	1.25	ditto.	
	Bhanganpore ...	ditto	Nil	0.45	ditto.	
	Mudhynpore ...	ditto	0.21	2.04	ditto.	
Bansdaha.	Banaka ...	Not received	Nil	1.35	ditto	Not received 27th Mar. to 2nd Apr.
	Banguyr ...	Nil	ditto	0.00	ditto	
	Jamun ...	ditto	ditto	1.74	ditto.	
	Begonari ...	ditto	ditto	0.10	ditto.	
	Bonghur ...	ditto	ditto	0.02	ditto.	
	Samtara ...	ditto	ditto	3.00	ditto.	
	Kajmari ...	Not received	Not received	2.20	20th Mar. 1871	From 13th Feb.
	Purneah ...	0.03	Nil	1.41	9th April 1871.	From 12th Feb.
	Banmura, Bhandal ...	Nil	ditto	0.01	ditto.	
	Natona ...	0.15	0.64	1.50	ditto.	
Bansdaha.	Bansdaha ...	0.40	0.00	1.40	ditto	Not received 27th Feb. to 5th Mar.
	Parganah ...	0.23	Not received	4.24	2nd April 1871.	
	Mudra ...	Nil	0.08	1.01	9th April 1871.	
	Bansdaha ...	ditto	0.28	1.58	ditto.	
	Jangipore ...	ditto	0.20	1.20	ditto.	
	Lalbagh ...	ditto	0.19	1.14	ditto.	From 10th Jan.
	Chitwa ...	ditto	0.31	2.80	ditto.	
	Chomondilly ...	ditto	0.02	4.23	ditto.	
	Sermung ...	1.00	Nil	2.38	ditto.	
	Rumun ...	Nil	0.30	2.60	ditto.	
Bansdaha.	Bhawanipore ...	1.10	0.21	4.58	ditto.	From 22nd Jan.
	Titalya ...	Nil	Nil	3.23	ditto.	
	Bardwan ...	ditto	1.03	3.43	ditto.	
	Cutwa ...	ditto	1.41	4.18	ditto.	
	Gulua ...	ditto	0.83	3.66	ditto.	Not received 4th and 5th Mar.
	Bond, Bond ...	ditto	0.38	4.02	ditto.	
	Bard, al, a ...	ditto	Nil	3.78	ditto.	
	Bansdaha ...	ditto	0.00	3.15	ditto.	
	Bansdaha ...	ditto	Nil	3.26	ditto.	
	Bansdaha ...	ditto	ditto	3.13	ditto.	
Bansdaha.	Sermung ...	ditto	0.48	0.48	ditto	From 20th Mar.
	Manas ...	ditto	2.74	0.14	ditto.	
	Manas ...	ditto	0.15	7.54	ditto.	
	Manas ...	ditto	0.46	2.31	ditto.	
	Manas ...	ditto	0.95	4.00	ditto.	From 6th Feb.
	Manas ...	ditto	1.83	14.71	ditto.	
	Manas ...	0.43	0.47	4.08	ditto.	
	Manas ...	Nil	0.45	7.20	ditto.	
	Manas ...	ditto	0.85	5.48	ditto.	
	Manas ...	0.10	Nil	3.70	ditto.	
Bansdaha.	Manas ...	Not received	ditto	8.10	ditto	Not received 27th Mar. to 2nd Apr.
	Manas ...	Nil	0.22	4.30	ditto.	
	Manas ...	0.04	0.14	7.00	ditto.	
	Manas ...	0.20	Nil	0.53	ditto.	From 16th Feb.
	Manas ...	0.10	Not received	0.72	2nd April 1871	From 6th March.

DIVISION.	Stations.	Rainfall from 27th Mar. to 2nd April 1871.	Rainfall from 2nd to 9th April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				in.	Up to date.	
FARUHQH. (Continued.)	Saugor Island ...	Nil	0.70	4.10	9th April 1871.	
	Calcutta ...	ditto	2.50	8.75	ditto.	
	Alipore Jail ...	ditto	2.57	7.00	ditto.	
	Hatchokpore ...	ditto	2.19	7.06	ditto.	
	Dum Dum ...	Not received	0.31	7.06	ditto.	Not received 27th Mar. to 2nd Apl.
	Barisal ...	ditto	1.47	7.85	ditto.	Ditto
	Saltburn ...	Not received	0.71	29th Mar. 1871.		
	Kanchari ...	0.04	0.40	8.04	9th April 1871.	
	Diamond Harbour ...	0.01	0.44	8.77	ditto.	
	Bartipore ...	Not received	1.20	8.54	ditto.	Ditto
Dacca.	Dacca { Telegraph Office ...	0.19	Not received	8.11	2nd April 1871.	
	Dacca { Jail ...	Nil	1.10	4.80	9th April 1871.	
	Burrial ...	ditto	0.81	4.06	ditto.	
	Dowlat Khan ...	0.02	0.78	2.71	ditto.	
	Perazapore ...	0.45	Nil	4.06	ditto.	
	Maleripore ...	Nil	0.65	5.24	ditto.	
	Farrukhore ...	0.10	0.33	5.00	ditto.	
	Mymensing ...	0.03	0.35	3.30	ditto.	
	Jamalpur ...	0.15	0.23	0.40	ditto.	
	Ataul ...	0.20	Nil	8.04	ditto.	
	Kishargunge ...	0.55	ditto	2.00	ditto.	
	Sylhet ...	3.45	0.50	10.95	ditto.	
	Cachar ...	0.07	7.81	15.23	ditto.	Not received 20th to 26th Mar.
	Hylakandy ...	1.35	Not received	6.19	2nd April 1871.	From 13th Feb., and not received 9th to 26th Feb. and 8th to 10th March.
Chittagong.	Koyah ...	1.07	ditto	3.05	ditto.	
	Chittagong { Telegraph Office ...	Nil	0.40	4.47	9th April 1871.	
	Chittagong { Jail ...	ditto	1.46	4.05	ditto.	
	Govt's Bazar ...	ditto	Not received	8.24	2d April 1871.	
	Rangamati Hill ...	Not received	ditto	0.04	29th Feb 1871.	
	Nasrully ...	Nil	1.00	4.08	9th April 1871.	
Cooch Behar.	Tipperah ...	0.13	0.02	3.21	ditto.	
	Brahmanbariah ...	1.02	0.80	4.55	ditto.	
	Akyah ...	Nil	Nil	0.80	9th April 1871.	
	Bura ...	Not received	1.00	4.90	ditto.	Not received 20th Mar. to 2nd Apl.
Assam.	Gowalparah ...	0.28	1.02	8.13	ditto.	
	Dhobrey ...	0.50	2.90	3.40	ditto.	Not recorded 27th Feb. to 5th Mar., and not received 13th to 26th March.
	Teora (Gara Hills) ...	0.57	Not received	4.33	2nd April 1871.	
	Darjeling { Telegraph Office ...	Not received	ditto	0.17	15th Feb 1871.	
	Darjeling { Jail ...	1.11	Nil	3.51	9th April 1871.	
	Ranghree ...	Not received	Not received	1.20	28th Feb. 1871.	
Assam.	Kalaootlah ...	0.54	ditto	2.84	2nd April 1871.	Not received 20th to 26th Mar.
	Jalpigooah ...	0.09	0.13	4.61	9th April 1871.	
	Soda ...	Nil	2.01	1.17	ditto.	
	Taspo ...	0.07	0.53	0.81	ditto.	
	Nowgong ...	1.10	3.01	8.25	ditto.	
	Maugledys ...	Not received	Not received	2.87	28th Mar. 1871.	From 30th Jan.
	Burpottah ...	0.20	ditto	3.40	2nd April 1871.	
	Gowhatty ...	Nil	1.70	3.00	9th April 1871.	
	Sonbannor ...	1.04	Not received	2.50	2nd April 1871.	
	Jorhat ...	0.37	ditto	3.49	ditto.	From 27th Feb.
	Golaghat ...	1.21	ditto	4.01	ditto.	
	Nasourah ...	1.50	ditto	0.77	ditto.	Not received 20th to 26th Mar.
	Dehronghar ...	Nil	ditto	8.44	ditto.	
	Sulda ...	0.27	ditto	7.47	ditto.	Not received 23rd to 26th Jan.
Assam.	Shillong ...	0.01	0.01	0.73	9th April 1871.	
	Cherrapunjee ...	0.01	Not received	6.82	2nd April 1871.	From 18th Feb.
	Jowai ...	0.00	ditto	5.04	ditto.	
	Namogooding ...	0.25	ditto	1.73	ditto.	

CALCUTTA,
The 15th April 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1ST TO 14TH FEBRUARY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	Height above sea level.	BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.								
		Mean of				Solar Radiation.				Mean of wind.				Mean of temp.				Mean of										
		4 hours.	10 hours.	16 hours.	24 hours.	Range.	Mean.	Day.		Min.	Max.	Day.	Min.	Mean of max.	Mean daily average.	Mean of wind.	Day.		Min.		Max.	Mean of	4 hours.	10 hours.	16 hours.	24 hours.	No. of days' rain.	
								Max.	Min.								Day.	Min.										Day.	Min.	Max.	Day.	Min.
P. et Blair	110	29.945	29.945	29.945	29.945	95.1	140.6	114.5	11th	100.2	83.6	17.5	80.5	75.7	74.1	81.9	76.8	8th	86.3	16.3	12th	70.0	67	12	16	40	Nil	
Madras	31	29.950	29.950	29.950	29.950	131	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Vizagapatnam	16	29.917	29.917	29.917	29.917	86.1	141.8	143.9	11th	138.8	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Akyab	187	29.970	29.970	29.970	29.970	113	141.8	143.9	11th	138.8	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Faisal Point	80	29.971	29.971	29.971	29.971	113	141.8	143.9	11th	138.8	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Cuttack	187	29.970	29.970	29.970	29.970	113	141.8	143.9	11th	138.8	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Singor Island	108	29.938	29.938	29.938	29.938	131	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Chittagong	108	29.938	29.938	29.938	29.938	131	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Calcutta	161	29.910	29.910	29.910	29.910	151	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Orissa	27	29.984	29.984	29.984	29.984	151	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Dacca	36	29.980	29.980	29.980	29.980	151	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Cachar	79	29.955	29.955	29.955	29.955	151	138.8	141.0	2nd	135.0	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Baurebaugh	2,014	27.591	27.591	27.591	27.591	117	141.8	143.9	11th	138.8	81.8	14.1	67.8	73.4	70.4	78.9	76.1	14th	84.9	16.3	12th	70.0	67	12	16	40	Nil	
Berhaupara	170	29.754	29.754	29.754	29.754	134	140.6	142.7	5th	137.0	85.9	28.4	60.8	74.1	62.9	77.4	74.1	13th	93.5	38.0	2nd	65.5	13	17	35	75	72	18th
Panna	107.4	29.725	29.725	29.725	29.725	134	140.6	142.7	5th	137.0	85.9	28.4	60.8	74.1	62.9	77.4	74.1	13th	93.5	38.0	2nd	65.5	13	17	35	75	72	18th
Benghur	6,945	23.375	23.375	23.375	23.375	129	137.0	139.1	4th	134.0	83.2	3.4	60.8	70.4	60.4	73.7	70.4	12th	101.5	43.0	1-3rd	40.3	10	59	57	45	63	19th
Darjeeling	868	29.645	29.645	29.645	29.645	143	137.0	139.1	3rd	134.0	83.2	3.4	60.8	70.4	60.4	73.7	70.4	12th	101.5	43.0	1-3rd	40.3	10	59	57	45	63	19th
Gaipur	4,782	25.20	25.20	25.20	25.20	137	137.0	139.1	4th	134.0	83.2	3.4	60.8	70.4	60.4	73.7	70.4	12th	101.5	43.0	1-3rd	40.3	10	59	57	45	63	19th
Shillong	26,074	29.070	29.070	29.070	29.070	107	129.1	131.2	3rd	126.0	84.3	16.2	48.1	63.1	50.1	59.0	40.4	13th	68.5	25.5	4th	44.0	72	75	60	15	78	20th
Deoria	8,797	29.039	29.039	29.039	29.039	103	119.6	121.7	13th	111.0	90.2	27.2	53.0	68.3	45.8	68.9	78.9	10th	85.7	41.0	2nd	44.7	64	69	49	33	44	21st
Roorkee	8,797	29.039	29.039	29.039	29.039	103	119.6	121.7	13th	111.0	90.2	27.2	53.0	68.3	45.8	68.9	78.9	10th	85.7	41.0	2nd	44.7	64	69	49	33	44	21st

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.Calcutta,
The 14th April 1871.

Mean Pressures and Temperatures of the Preceding Table Reduced to Sea Level, with Mean Wind Directions.

Stations.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	Wind.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	29.074	Not received.	40	N 45° E
Madras	29.053	78.0	55	S 40° E
Vizagapatam	29.083	77.8	51	N 25° W
Akyab	29.080	75.7	25	S 74° E
False Point	29.045	73.6	■	S 16° W
Outsack	29.033	75.4	43	S 33° W
Snager Island	29.053	72.8	27	N 18° W
Chittarong	29.029	73.0	02	S 35° W
Calcutta	29.023	71.6	40	N 58° W
Jessore	29.024	74.5	39	S 32° W
Dacca	29.032	70.1	13	S 48° E
Cachar	29.018	75.4	61	N 70° W
Basareebaugh	29.021	74.3	43	N 35° W
Herbampore	29.033	67.5	34	N 61° W
Panna	29.030	70.8	28	S 88° W
Monghyr	30.000	67.4	30	S 67° W
Dargeling	29.005	71.5	46	S 60° E
Gawalparah	29.046	69.3	49	S 64° W
Shillong	29.015	68.8	24	N 31° W
Bethwah	29.055	68.9	13	N 34° E
Kourkee				

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guvot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month which shall show the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

CALCUTTA,
The 14th April 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 8th April 1871 on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.		Mds. Brs.	Rs. As. P.	£ s. d.		
Total traffic for the week	112,041	1,09,431 8 3	16,152 17 10	886,044 0	3,36,609 12 9	32,034 2 10	50,787 0 8		
Or per mile of railway	1,304,204	12,943 11 7	16 8 0	8,120,810 0	50,24,501 11 0	400,654 8 4	50,787 0 8		
For previous 12 weeks of half-year		21,20,020 11 7	194,982 8 4				50,787 0 8		
Total for 14 weeks	1,605,937	23,44,504 4 8	213,053 1 3	9,107,461 0	53,61,602 7 9	461,598 11 3	706,673 12 5		
COMPARISON.									
Total for corresponding week of previous year	111,239	1,08,001 6 6	18,238 2 7	753,717 0	4,24,699 2 11	30,547 8 0	58,085 11 1		
Or per mile of railway corresponding week of previous year		175 14 8	16 2 0		334 3 7	33 4 6	51 7 3		
Total to corresponding date of previous year	1,073,509	20,50,087 14 11	271,541 8 1	10,460,951 30	56,00,874 5 3	371,631 10 9	793,075 6 10		

* Rs. 8,038 added account of amount short taken in last week for missing returns.

EAST INDIAN RAILWAY—JUBHULPORE LINE.

Approximate Return of Traffic for Week ended 8th April 1871 on 223 miles open.

		Per A. S. T.	£ s. d.	Mds. Brs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,887	20,581 9 7	2,320 19 11	46,590 30	14,817 9 8	1,356 8 7	3,784 18 8
Or per mile of railway	30,883	2,16,010 13 6	10,404 6 11	718,453 10	2,10,877 7 8	19,925 8 8	3,784 18 8
For previous 12 weeks of half-year	62,039	2,10,010 19 6	10,404 6 11	718,453 10	2,10,877 7 8	19,925 8 8	3,784 18 8
Total for 14 weeks	68,928	2,45,428 7 1	28,320 18 10	763,070 0	2,91,093 0 8	21,333 14 3	41,504 8 1
COMPARISON.							
Total for corresponding week of previous year	2,707	7,710 13 2	700 16 5	34,080 30	11,285 1 5	1,045 14 5	1,760 10 11
Per mile of railway corresponding week of previous year	34	34 0 3	3 8 5	51	51 0 11	4 13 7	7 19 6
Total to corresponding date of previous year	24,310	3,01,300 8 3	33,010 8 10	507,434 10	1,77,154 10 3	15,220 8 8	30,379 18 2

* Rs. 4,410 added on account of amount short taken in last week for missing return from Jubhulpore station.

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 8th April 1871 on 166½ miles open.

		Rs. As. P.	£ s. d.	Mds. Brs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	51,392	10,300 11 9	1,207 4 6	180,061 30	24,000 7 44	2,074 11 10	4,441 76 4
Or per mile of railway	309	190 3 4	11 18 6	670 0	170 7 0	12 0 0	4,441 76 4
For previous 12 weeks of half-year	401,835	3,20,351 9 9	32,506 11 10	1,000,636 17	3,24,480 14 24	30,081 31 8	53,037 8 1
Total for 14 weeks	453,177	3,70,905 6 0	34,533 18 4	1,785,098 15	3,21,370 5 7	32,305 3 1	53,037 8 1
COMPARISON.							
Total for corresponding week of previous year	35,179	14,300 12 5	1,371 0 10	114,581 15	20,250 5 11	1,684 12 1	3,305 18 11
For mile of railway corresponding week of previous year	523	131 2 1	12 3 1	1,000 0	191 8 8	10 19 12	3,305 18 11
Total to corresponding date of previous year	265,814	2,44,378 1 7	23,401 6 0	1,381,735 10	2,52,037 14 44	23,156 7 7	45,327 16 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

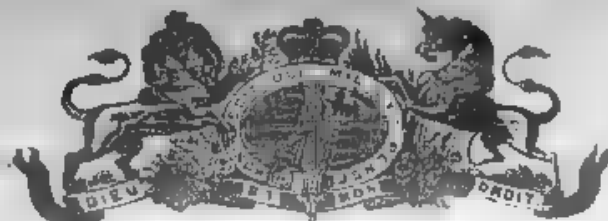
Approximate Return of Traffic for Week ended 8th April 1871 on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Brs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	7,367	1,731 14 8	123 8 0	12,850 30	407 8 8	47 13 8	183 15 8
Or per mile of railway	263	61 18 11	4 8 0	467 11	14 8 8	1 9 0	183 15 8
For previous 12 weeks of half-year	9,034	154 14 9	10 1 20	1,878 30	50 3 9	5 12 4	20 14 2
Total for 2 weeks	4,381	1,883 13 0	123 8 7	15,827 0	458 8 8	52 5 0	194 10 7
Comparison.							
Total for corresponding week of previous year	6,364	884 3 6	68 6 4	11,647 0	487 0 8	48 14 1	147 3 5
Or per mile of railway, corresponding week of previous year	190	31 2 4	2 10 4	457 0	17 8 4	1 14 0	5 5 1
Total to corresponding date of previous year	7,080	1,336 6 0	106 12 5	12,385 0	349 3 6	34 6 5	171 19 2

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

No. 17

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 26, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of March 1871.

LATITUDE 22° 33' 1" north, longitude 88° 26' 34" east. Height of the cistern of the standard barometer above the sea level, 18·11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month	29·850
Max. height of the barometer occurred at 10 A.M. on the 6th	30·050
Min. height of the barometer occurred at 5 P.M. on the 15th	29·638
Extreme range of the barometer during the month	0·412
Mean of the daily max. pressures	29·926
Ditto ditto min. ditto	29·783
Mean daily range of the barometer during the month	0·143
Mean dry bulb thermometer for the month	79·4
Max. temperature occurred at 4 P.M. on the 26th	97·7
Min. temperature occurred at 6 & 7 A.M. on the 4th	64·0
Extreme range of the temperature during the month	33·7
Mean of the daily max. temperature	88·7
Ditto ditto min. ditto	72·1
Mean daily range of the temperature during the month	16·6
Mean wet bulb thermometer for the month	72·2
Mean dry bulb thermometer above mean wet bulb thermometer	7·2
Computed mean dew-point for the month	67·2
Mean dry bulb thermometer above computed mean dew-point	12·2
Mean elastic force of vapour for the month	0·604
Mean weight of vapour for the month	7·17
Additional weight of vapour required for complete saturation	3·45
Mean degree of humidity for the month, complete saturation being unity	0·68
Mean max. solar radiation thermometer for the month	142·2
Rained 5 days,—max. fall of rain during 24 hours	3·83
Total amount of rain during the month	5·41
Total amount of rain indicated by the gauge* attached to the anemometer during the month	5·16
Prevailing direction of the wind	S by W & S S W

* Height 70 feet 10 inches above ground.

The 25th April 1871.

GOPENNAUTH SEN,
In charge of the Observatory.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.					Mean dew-point.	Mean degree of humidity.	WIND.			Moon's phase.	GENERAL REMARKS.	
			Highest reading.	Lowest reading.	Max. solar radi- ation.	Mean dry bulb.	Mean wet bulb.			Prevailing direc- tion.	Max. pressure.	Daily velocity.			Rain.
		Inches.	°	°	°	°	°	°			Bar.	Miles.	In.		
April	16th	29.748	83.0	72.3	140.0	81.0	75.1	71.0	0.73	Variable	0.9	34.4	0.07	...	Cumuli and overcast. Lightning at midnight and 1 a.m., and from 6 to 8 p.m. Thunder from 4½ to 8 p.m. Light rain at 2½ and 10½ a.m., and from 4½ to 7 p.m.
	16th	29.748	83.0	73.0	138.3	75.8	71.6	68.7	.80	E & variable	3.0	21.7	...	...	Stratani and clear. Thunder from 12 a.m. to 3 p.m. Drizzled at 7 a.m., and 2 p.m.
	17th	29.748	88.8	71.0	145.5	79.9	73.1	68.8	.71	E by N & variable	...	109.2	...	...	Chiefly cumuli. Lightning from 7½ to 9 p.m.
	18th	29.748	90.0	74.0	148.0	81.8	75.3	70.9	.71	S E & S	...	92.4	...	...	Clear, cirri, and cumuli.
	19th	29.748	92.5	77.5	147.3	83.7	77.4	73.0	.71	S by W & S W	1.8	91.2	...	...	Clear and cumuli. Thunder and drizzled at 3½ p.m.
	20th	29.748	93.0	71.3	146.0	81.9	76.9	73.4	.70	S by W & S W	4.0	104.7	0.47	●	Clear, cumuli, and overcast. Brisk wind from 4½ to 5½ p.m. Thunder from 6 to 8 p.m. Lightning from 8 to 10 p.m. Rain from 4½ to 10 p.m.
	21st	29.748	90.2	73.5	142.0	80.2	74.4	70.3	.73	E N E, S & S by W	1.4	105.3	0.12	...	Cirri and overcast. Brisk wind from 10 to 12 p.m. Thunder and lightning from 5½ to 8 p.m. Light rain at 8, 9, and 11 p.m.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	22.0	
The max. temperature during the past seven days	...	93.0	
The max. temperature during the corresponding period of the past year	...	97.5	
The mean humidity during the past seven days	...	0.74	
The mean humidity during the corresponding period of the past year	...	0.65	
		Inches.	
The total fall of rain from 15th to 21st	{ by lower rain gauge	...	0.66
	{ by anemometer gauge	...	0.48
Ditto,	average of seventeen previous years	...	0.70
Ditto,	between the 1st January and the 21st April	...	9.41
Ditto,	ditto ditto, average of 17 years	...	3.97

The 24th April 1871.

GOVERNMENT SERV,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 16th to 22nd April 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity at 100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.											
	16th	10	29.882	29.840	81.4	75.7	70	ESE	...	0.03		S
	16th	14	29.884	29.840	78.0	72.0	73	SSE	...	...		S
	17th	10	29.911	29.828	82.0	78.0	74	E by N	...	...		S
	17th	14	29.872	29.780	84.8	75.1	66	W by N	...	...		S
	18th	10	29.850	29.677	83.6	77.5	75	E by N	...	...		S
	18th	14	29.782	29.760	80.6	77.8	67	SSE	...	...		S
	19th	10	29.860	29.878	84.0	79.0	79	S by W	...	...		S
	19th	14	29.787	29.745	86.8	74.8	66	SSE	...	...		S
	20th	10	29.824	29.844	84.0	80.0	66	SSE	...	...		S
SAGUR LALP.	16th	10	29.867	29.708	82.6	82.0	60	S by W	...	...		S
	16th	14	29.820	29.839	82.5	77.5	78	ESE	...	0.47		S
	17th	10	29.882	29.700	87.4	77.3	61	SSE	...	...		S
	17th	14	29.831	29.649	80.5	76.5	78	SSE	...	0.14		S
	18th	10	29.874	29.692	76.4	72.5	81	SSE	...	0.98		S
	19th	10	29.872	29.878	83	80	87	SSE	11.2*	0.70		S
	19th	14	29.796	29.796	82	75	70	WSW	25.2*	1.00		S
	17th	10	29.900	29.916	85	70	75	SW	6.4*	...		S
	18th	10	29.752	29.758	86	78	61	SSE	8.2*	...		S
	18th	14	29.870	29.878	86	81	70	WSW	2.8*	...		S
MADRAS.	16th	10	29.751	29.757	84	80	60	ESE	0.1*	...		S
	16th	14	29.880	29.880	87	80	73	SSE	8.1*	...		S
	17th	10	29.748	29.754	87	79	68	SSE	10.0*	...		S
	17th	14	29.817	29.858	86	82	70	S	13.4*	...		S
	18th	10	29.714	29.720	84	81	79	SSE	15.5*	...		S
	18th	14	29.827	29.838	87	82	79	WSW	8.5*	0.40		S
	19th	10	29.717	29.728	87	81	76	SSE	13.1*	...		S
	19th	14	29.789	29.801	85	78	71	SSE	8.1*	1.20		S
	20th	10	29.689	29.696	...	78	71	SE	12.9*	...		S
	20th	14	29.741	29.852	79	70	84	NE	0.1*	1.20		S
CHITABONG.	16th	10	29.711	29.821	84	88	95	WSW	5.7*	...		S
	16th	14	29.860	29.871	85	78	71	S	6.5*	0.10		S
	17th	10	29.721	29.831	85	89	87	WSW	10.7*	...		S
	17th	14	29.824	29.835	85	80	79	NE	4.0*	...		S
	18th	10	29.824	29.838	84	80	75	SW	0.5*	...		S
	18th	14	29.829	29.840	86	83	87	E	7.2*	...		S
	19th	10	29.883	29.793	87	82	79	W	7.3*	...		S
	19th	14	29.770	29.680	80	78	84	W	4.3*	...		S
	20th	10	29.678	29.782	84	81	72	W	11.1*	...		S
	20th	14	29.768	29.878	86	78	68	SSE	5.0*	...		S
CUTTACK.	16th	10	29.873	29.783	84	80	69	WSW	0.1*	...		S
	16th	14	29.746	29.871	84	77	71	SE	6.1*	...		S
	17th	10	29.717	29.830	78	72	85	N	0.4*	...		S
	17th	14	29.820	29.830	83	78	49	SSE	15*	...		S
	18th	10	29.725	29.755	88	80	69	ESE	15*	...		S
	18th	14	29.872	29.902	91	79	64	SSE	18*	...		S
	19th	10	29.710	29.740	88	80	68	ESE	13*	...		S
	19th	14	29.803	29.833	80	79	60	SSE	13*	...		S
	20th	10	29.784	29.784	85	77	60	ESE	14*	...		S
	20th	14	29.829	29.819	80	78	60	ESE	11*	...		S
AGRA.	16th	10	29.763	29.764	86	78	68	ESE	13*	...		S
	16th	14	29.884	29.914	89	77	68	S	0*	...		S
	17th	10	29.731	29.781	89	80	68	E by S	14*	...		S
	17th	14	29.840	29.870	92	77	48	NE	11*	...		S
	18th	10	29.720	29.730	88	80	69	ESE	14*	...		S
	18th	14	29.848	29.878	91	76	47	SSE	11*	...		S
	19th	10	29.756	29.766	88	77	59	SSE	14*	...		S
	19th	14	29.718	29.700	90	73	56	ENE	...	...		S
	20th	10	29.817	29.808	90	71	56	S	...	...		S
	20th	14	29.919	29.903	89	68	64	W	...	1.10		S
BOMBAY.	16th	10	29.884	29.787	81	73	62	SW	...	...		S
	16th	14	29.823	29.805	85	78	80	NNE	...	...		S
	17th	10	29.698	29.777	89	75	20	SSE	...	...		S
	17th	14	29.771	29.855	86	74	64	W	...	...		S
	18th	10	29.638	29.719	95	78	44	SSE	...	...		S
	18th	14	29.778	29.858	89	80	68	SSE	...	...		S
	19th	10	29.833	29.713	90	75	41	SW	...	...		S
	19th	14	29.744	29.822	90	79	50	W	...	...		S
	20th	10	29.684	29.845	95	78	44	SSE	...	...		S
	20th	14	29.741	29.832	90	79	59	SW	...	...		S
MADRAS.	16th	10	29.570	29.680	83	81	87	WSW	...	...		S
	16th	14	29.878	29.888	91	76	78	E	2	...		S
	17th	10	29.709	29.814	86	80	64	WSW	1	...		S
	17th	14	29.825	29.840	86	77	64	SSE	1	...		S
	18th	10	29.793	29.807	80	78	58	W	1	...		S
	18th	14	29.879	29.884	88	75	55	NNW	1	...		S
	19th	10	29.778	29.793	83	79	63	NNW	3	...		S
	19th	14	29.808	29.808	81	78	65	NNW	1	...		S
	20th	10	29.780	29.785	83	80	69	NNW	1	...		S
	20th	14	29.845	29.880	87	80	73	W	2	...		S
AGRA.	16th	10	29.773	29.788	88	88	76	NW	2	...		S
	16th	14	29.867	29.882	85	91	93	S	1	...		S
	17th	10	29.760	29.775	88	89	76	W	3	...		S
	17th	14	29.865	29.880	88	79	72	SSE	1	...		S
	18th	10	29.711	29.736	88	81	72	W	2	...		S
	18th	14	29.811	29.811	86	80	64	SSE	1	...		S
	19th	10	29.793	29.807	80	78	58	W	1	...		S
	19th	14	29.879	29.884	88	75	55	NNW	1	...		S
	20th	10	29.778	29.793	83	79	63	NNW	3	...		S
	20th	14	29.808	29.808	81	78	65	NNW	1	...		S

* Velocity of wind in miles per hour.

CALCUTTA.
The 22nd April 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 3rd to 9th April 1871.	Rainfall from 10th to 18th April 1871.	RAINFALL FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ... Jail ...	Nil ditto	1-10 0-95	3-80 1-94	18th April 1871. ditto	Not received 27th Mar. to 2nd April.
	Falak Punt	Not received	Not received	3-45	6th Mar. 1871.	
	Jagipore	Nil	ditto	0-50	9th April 1871.	
	Kendraparah	ditto	0-30	1-40	10th April 1871.	
	Juguteingpore	ditto	1-80	7-00	ditto	
	Sambaspore	ditto	Not received	1-05	9th April 1871.	
	Balasore	0-00	2-70	3-08	10th April 1871.	
	Blitdruck	Not received	Not received	0-97	26th Feb. 1871.	
	Pongre	ditto	ditto	2-44	20th Mar. 1871.	
	Khordah	ditto	ditto	1-00	19th Mar. 1871.	
CHOTA NAGPORE.	Hazarebagh	0-00	0-14	1-28	16th April 1871.	
	Balhar	Nil	Not received	0-50	9th April 1871.	
	Pachambis	ditto	Nil	1-11	10th April 1871.	
	Rancher	ditto	ditto	2-13	ditto	
	Palamow	ditto	0-14	0-75	ditto	
	Paritla	ditto	0-03	2-41	ditto	
	Chyabansa	0-10	0-31	3-00	ditto	
PATNA.	Patna	Nil	0-42	0-51	ditto	
	Behar	ditto	0-05	0-60	ditto	
	Barh	ditto	0-21	1-18	ditto	
	Dinapore	ditto	1-01	1-03	ditto	
	Gya	ditto	0-07	0-09	ditto	
	Sherghatty	ditto	Not received	0-15	9th April 1871.	Not received 27th Feb. to 6th Mar.
	Nowadah	ditto	ditto	1-09	ditto	
	Arangabad	ditto	0-01	0-14	16th April 1871.	
	Chunpagan	ditto	Nil	0-18	ditto	
	Chuprah	ditto	1-10	1-10	ditto	
	Sevan	ditto	0-20	3-21	ditto	
	Mazadepore	ditto	0-50	1-10	ditto	
	Darbhanga	ditto	1-04	1-11	ditto	
	Kachamaroo	ditto	Nil	3-75	ditto	
	Tapore	Not received	1-10	1-36	ditto	Not received 6th to 19th Mar., and 27th Mar. to 2th April.
	Mudibani	Nil	1-15	1-15	ditto	From 1st April.
	Arrah	ditto	0-16	0-25	ditto	
	Buxar	ditto	0-05	0-28	ditto	
BEACOUFPORE.	Baserman	Not received	Not received	Nil	10th Feb. 1871.	
	Bimbharah	Nil	0-25	0-68	16th April 1871.	
	Bimera	0-20	Nil	1-25	ditto	
	Bhanganpore	Nil	0-02	1-27	ditto	
	Mulheypoorah	0-21	0-50	2-70	ditto	
	Banks	Nil	Nil	1-35	ditto	Not received 27th Mar. to 2nd April.
	Alenghyr	ditto	0-01	0-77	ditto	
	Jamouin	ditto	Nil	1-78	ditto	
	Bezouari	ditto	0-20	0-09	ditto	
	Deoghar	ditto	Nil	0-02	ditto	
	Jamtara	ditto	ditto	3-00	ditto	From 13th Feb.
	Hajmshah	Not received	Not received	2-20	20th Mar. 1871.	From 19th Feb.
	Parmanah	Nil	0-75	2-10	18th April 1871.	
BAGHATE.	Rampore Beaulah	0-02	0-02	0-55	ditto	
	Nattore	0-04	0-55	1-80	ditto	
	Bagrah	0-00	Not received	1-40	9th April 1871.	Not received 27th Feb. to 6th Mar.
	Dinapore	0-50	Nil	4-73	16th April 1871.	
	Maloh	0-28	0-03	1-51	ditto	
	Berhampore	0-26	0-45	2-01	ditto	
	Jangipore	0-30	0-30	1-59	ditto	
	Lalbagh	0-12	0-10	1-98	ditto	From 16th Jan.
	Pabna	0-31	0-75	3-55	ditto	
	Coomerully	0-02	0-70	5-02	ditto	
	Semjunge	Nil	0-50	2-86	ditto	
	Bangore	0-30	Nil	2-60	ditto	
BUNDWA.	Showaniganga	0-21	Not received	4-88	9th April 1871.	From 22nd Jan.
	Italya	Nil	0-18	8-30	16th April 1871.	
	Bardwan	1-03	0-23	4-00	ditto	
	Calwa	1-41	0-90	0-08	ditto	
	Calwa	0-53	0-20	3-91	ditto	Not received 4th and 6th Mar.
	Kood-Bood	0-28	0-14	4-10	ditto	
	Bamroorah	Nil	0-00	4-50	ditto	
	Raneganga	0-09	0-38	2-83	ditto	
	Soore	Nil	0-30	2-61	ditto	
	Hooghly	ditto	0-40	3-53	ditto	
PRESIDENCY.	Saranpore	0-48	0-10	0-58	ditto	From 20th Mar.
	Hawrah	2-74	0-04	8-18	ditto	
	Mildnapore	0-15	Nil	7-64	ditto	
	Contai { Dy. Collr.'s Office ... Engr.'s Office ...	0-48 0-30	0-04 0-80	2-08 2-75	ditto	
	Gurbetta	0-36	0-10	4-50	ditto	From 6th Feb.
	Tamluk	1-83	0-13	14-84	ditto	
	Kishnaghar	0-47	0-31	4-37	ditto	
	Bongong	0-44	Not received	7-20	9th April 1871.	
	Ranaghat	2-85	0-37	5-05	16th April 1871.	
	Misurpore	Nil	0-55	4-25	ditto	
	Choudanagah	ditto	2-30	5-70	ditto	
	Koonhatah	0-23	0-50	1-80	ditto	
	Jessore	0-04	0-58	7-87	ditto	
	Khoolnuk	Nil	0-55	7-08	ditto	From 18th Feb.
	Jewadali	ditto	1-37	2-09	ditto	From 6th March.

SUPPLEMENT TO THE CALCUTTA GAZETTE, APRIL 26, 1871.

247

DIVISION.	STATIONS.	Rainfall from 2nd to 21st April 1871.	Rainfall from 1st to 15th April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued.)	Saugor Island	0.70	1.10	6.20	16th April 1871.	
	Calcutta	2.59	0.07	8.82	ditto.	
	Alipore { Jail	2.57	0.07	7.97	ditto.	
	Alipore { Hospital	2.42	0.00	7.72	ditto.	
	Burrackpore	0.26	Not received	8.68	9th April 1871.	Not received 27th Mar. to 2nd Apl.
	Dom Dom	1.47	ditto	7.85	ditto.	Ditto
	Barnet	Not received	ditto	5.79	20th Mar. 1871.	
	Mathberah	0.16	ditto	8.09	9th April 1871.	
	Russarhaut	0.98	ditto	0.77	ditto.	
	Diamond Harbour	1.23	ditto	8.58	ditto	Ditto
	Barrapote	2.52	ditto	8.20	ditto	Ditto
DACCA.	Dacca { Telegraph Office	1.10	0.87	7.41	10th April 1871.	
	Dacca { Jail	1.10	1.00	5.80	ditto.	
	Burriakul	0.85	0.47	6.43	ditto.	
	Dowlat Khan	0.78	0.47	3.18	ditto.	
	Parasapore	Nil	2.47	6.03	ditto.	
	Madaripore	0.65	2.15	7.43	ditto.	
	Furzedpore	0.33	2.03	7.89	ditto.	
	Mymensing	0.25	0.30	3.59	ditto.	
	Jamalspore	0.21	0.29	0.60	ditto.	
	Atkrah	Nil	0.41	8.06	ditto.	
	Kishargunge	ditto	1.38	4.07	ditto.	
	Sylhet	0.50	5.71	18.60	ditto.	
CHITTAGONG.	Cocher	7.03	3.50	18.40	ditto.	
	Hylakandy	7.84	Not received	12.63	9th April 1871.	From 13th Feb., and not received 20th to 24th Feb. and 25th to 19th March.
	Koyah	7.07	ditto	11.32	ditto.	
	Chittagong { Telegraph Office	0.40	1.20	5.00	16th April 1871.	
	Chittagong { Jail	0.40	1.05	5.70	ditto.	
	Cox's Bazar	Nil	Not received	6.04	9th April 1871.	
	Kanarmatua Hill	Not received	ditto	3.14	26th Mar. 1871.	
	Noakhally	1.00	0.47	5.39	16th April 1871.	
	Tippurah	0.63	1.45	1.60	ditto.	
	Brahmanbarua	0.66	0.22	5.47	ditto.	
	Akyab	Nil	Nil	0.80	ditto.	
	Bora	1.09	0.80	5.70	ditto	Not received 27th Mar. to 2nd Apl.
COCH BHAIR.	Gawa'purah	1.82	Not received	6.13	9th April 1871.	
	Dhobree	2.00	ditto	3.49	ditto	Not recorded 27th Feb. to 6th Mar.
	Tokra (Garo Hills)	0.45	ditto	4.78	ditto.	
	Darjeeling { Telegraph Office	Not received	ditto	0.11	16th Mar. 1871.	
	Darjeeling { Jail	Nil	0.84	4.38	16th April 1871.	
	Bungbee	Not received	Not received	1.20	28th Feb. 1871.	
	Falacottah	ditto	ditto	2.98	2nd April 1871.	Not received 30th to 30th Mar.
	Jalpigarie	0.15	0.54	5.10	16th April 1871.	
	Bola	0.01	Nil	1.37	ditto.	
	Tenpore	0.68	1.88	11.03	ditto.	
	Nowgong	3.01	2.37	8.43	ditto.	
	Mungledyr	2.11	Not received	5.12	9th April 1871.	From 30th Jan.
ASSAM.	Burpetlah	1.70	ditto	4.80	ditto.	
	Howhatly	1.70	1.83	5.21	14th April 1871.	
	Sechenagor	4.71	Not received	14.21	9th April 1871.	
	Jorahant	4.83	ditto	8.21	ditto	From 27th Feb.
	Golaghat	7.58	ditto	12.62	ditto.	
	Naparah	6.55	ditto	12.32	ditto	Not received 30th to 30th Mar.
	Debraughur	Nil	ditto	8.44	ditto.	
	Buddya	8.80	ditto	12.31	ditto.	
	Shillong	0.64	1.38	2.11	18th April 1871.	
	Cherrapunjee	7.40	8.37	22.59	ditto	From 18th Feb.
	Jowai	0.54	ditto	6.18	9th April 1871.	
	Bamangooding	0.86	ditto	2.61	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 22nd April 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 15th April 1871 on 1,270½ miles open.

	COACHING TRAFFIC.					MERCHANDISE AND MINERAL TRAFFIC.					Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.					
		Rs. As. P.	£	s. d.		Mds. Strs.	Rs. As. P.	£	s. d.		
Total traffic for the week	108,534	1,09,700 3 0	18,500	7 1	514,004 10	3,92,877 3 5	36,013	10 1	51,520 3 2		
Or per mile of railway	85	852 8 4	14 12 6	2 5	407	307 0 11	28 2 11	40 5 4	706,670 12 3		
For previous 14 weeks of half-year	1,607,337	25,24,504 4 8	213,080	1 2	9,007,461 0	83,54,902 7 0	483,588	17 8	706,670 12 3		
Total for 15 weeks	1,616,763	26,33,724 8 2	226,580	9 3	9,620,467 10	87,77,470 13 8	520,602	0 9	758,193 14 7		
COMPARISON.											
Total for corresponding week of previous year	101,250	1,62,000 1 5	14,032	10 8	728,345 20	3,80,606 12 4	36,718	10 2	59,446 18 0		
Per mile of railway corresponding week of previous year	79	125 10 2	13 4 0	0	572	294 5 3	31 11 3	46 10 5	64,16 5		
Total to corresponding date of previous year	1,774,523	31,92,903 3 4	250,274	7 0	11,177,287 10	60,80,485 1 9	547,877	15 10	848,902 3 2		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 15th April 1871 on 228 miles open.

		Rs. As. P.	£	s. d.	Mds. Strs.	Rs. As. P.	£	s. d.	£	s. d.
Total traffic for the week	5,157	19,334 5 7	1,489	2 11	78,987 0	18,826 8 0	1,725	10 1	8,221	24 0
Or per mile of railway	22	73 5 6	6 14 0	0	342	84 0 0	7 14 0	14 0 5	36	10 5
For previous 14 weeks of half-year	68,400	2,43,498 7 1	22,820	13 10	765,070 0	2,31,105 0 0	21,183	14 3	43,864	0 1
Total for 15 weeks	74,040	2,62,832 12 8	23,309	16 0	843,957 0	2,49,921 7 5	22,906	0 4	64,729	0 1
COMPARISON.										
Total for corresponding week of previous year	5,000	18,345 0 1	1,081	12 0	30,000 0	8,501 10 8	784	10 8	3,606	0 11
Per mile of railway corresponding week of previous year	22	82 4 3	7 10 10	0	136	36 6 5	3 10 4	11 1 2	16	10 11
Total to corresponding date of previous year	70,010	2,60,895 3 4	24,722	1 4	637,484 10	1,86,718 4 11	17,083	2 10	41,746	7 2

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 15th April 1871 on 156½ miles open.

		Rs. As. P.	£	s. d.	Mds. Strs.	Rs. As. P.	£	s. d.	£	s. d.
Total traffic for the week	24,734	14,138 5 3	1,207	18 0	110,683 30	22,018 15 24	2,018	4 4	3,318	3 1
Or per mile of railway	158	90 7 7	5 5 11	0	704 38	140 10 11	12 17 11	21 3 10	21	3 10
For previous 14 weeks of half-year	483,177	2,70,003 5 8	23,832	16 4	1,528,638 13	3,62,576 0 7	38,234	3 1	64,904	18 6
Total for 15 weeks	478,921	2,83,062 10 0	24,130	15 1	1,672,102 3	3,74,503 4 24	38,254	7 5	61,385	2 6
COMPARISON.										
Total for corresponding week of previous year	22,301	18,554 15 7	1,531	14 2	72,987 22	11,336 3 0	1,085	7 11	2,987	2 7
Per mile of railway corresponding week of previous year	107	120 0 2	11 3 1	0	462 0	72 12 0	6 2 10	20 3 11	18	3 11
Total to corresponding date of previous year	400,211	2,69,033 1 22	23,603	0 11	1,654,833 11	2,03,083 1 10	24,161	15 8	67,814	16 0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 15th April 1871 on 28 miles open.

		Rs. As. P.	£	s. d.	Mds. Strs.	Rs. As. P.	£	s. d.	£	s. d.
Total traffic for the week	7,570	1,194 10 4	110	8 7	19,405 4	376 2 5	31	10 3	131	5 18
Or per mile of railway	270	42 10 0	4 5 4	0	694 23	13 5 0	1 2 0	5 8 1	47	10 7
For previous 2 weeks of half-year	6,361	1,382 13 0	118	5 7	15,827 0	442 8 0	40	0 0	189	10 7
Total for 3 weeks	15,894	2,577 0 6	227	15 2	35,232 0	780 10 3	71	1 3	320	16 5
COMPARISON.										
Total for corresponding week of previous year	4,732	604 7 3	60	8 11	11,129 20	387 12 3	34	16 0	120	4 5
Per mile of railway corresponding week of previous year	170	83 4 10	3 4 7	0	427 0	13 17 7	1 7 9	6 12 4	45	10 7
Total to corresponding date of previous year	11,768	2,106 13 3	219	1 8	29,844 20	1,330 13 0	123	1 11	312	3 7

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendrapara Canal during the month of February 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.						
Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Nature of traffic.	Rs. As. P.	Rs. As. P.	Value of cargo.
		Approximate value of cargo.	Manilla.				Approximate value of cargo.	Manilla.				Approximate value of cargo.	Manilla.					
25	Paddy	2,750	6,696	33 12 0	10	Passengers, 98 in No.	8,230	121 11 6	9	Funer	1,364 0 0	5,536	19 9 0	119	Local	20,182 0 0	755	134 4 10
7	Passengers, 80 in No.	378	378	3 14 10	8	Spirit	2,01,300 0 0	89 0 0	14	Bales	890 0 0	892	19 8 0	537	Through	3,95,339 0 0	3,855	1,423 14 10
6	Gravel	680	2,320	11 8 0	15	Rice	4,047 0 0	83 13 0	18	Limestone stone	821 0 0	7,306	37 2 0	50	firm works.	3,014 0 0	639	108 5 9
31	Jaggery	23,044	5,681	41 0 0	227	Paddy	23,027 0 0	820 0 0	16	Firewood	238 0 0	2,812	18 10 0	...	...	...	...	...
1	Jaggery seed	169	880	2 0 0	17	Spices	28,105 0 0	68 2 0	10	Empty	...	1,537	13 8 0	...	...	...	...	...
80	Empty	8,547	8,547	41 2 0	3	Oil-rake	2,413 0 0	17 10 0	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	16	Jaggery	18,140 0 0	37 8 0	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	6	Cotton	8,230 0 0	10 10 0	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	8	Gravel	598 0 0	23 0 0	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	2	Timber	308 0 0	19 3 0	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	4	Teel seed	851 0 0	50 4 10	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	2	Ilaka	41,210 0 0	60 12 10	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	1	Trasore	2,92,500 0 0	11 15 8	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	216	Empty	18,792	831 14 0	...	...	...	...	...	...	...	...	...	...
148	...	20,182	21,148	184 4 10	547	...	0,17,936	1,478 14 10	50	firm works	3,040 0 0	019 18 193	108 5 9	746	...	3,54,587 0 0	5,289	1,721 9 6

The contents shown in that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.								
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Value of traffic.	Tonnage.	Tollage.	REMARKS.	
			Maulds.	Tons.					Maulds.	Tons.						
		Rs. As. P.										Rs. As. P.				
21	Passenger 221 in No.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Palkes 2 in No.	80	0	0	...	3	White stone	170	559	8	0	...	623	18	6	The canal was closed for repairs from the 16th February 1871.
1	Horse 1 in No.	10	0	0	...	4	Empty	...	488	8	1	6	577	11	8	
3	Paddy and rice	160	0	0	...	...	...	...	...	...	...	...	...	...	...
3	Straw	18	0	0	...	...	...	...	...	...	...	...	...	...	...
11	Empty	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Jaggery	850	0	0	...	...	...	...	...	...	...	...	...	...	...	The tonnage shown is that of the boats and not of the cargo.
9	Wool	15	0	0	...	...	...	...	...	...	...	...	...	...	...
47		1,101	0	0	...	7	...	170	1,440	11	8	6	1,271	0	0	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls in the Taldandah Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND NEALPORE.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	Remarks.
		Approximate value of cargo.	Mounds.				Approximate value of cargo.	Mounds.							
28	Paddy	6,850	6,850	14 11 2	...	Passenger, in No. 170.	The tonnage shown is that of the boats and not of the cargo.
2	Trunked gram	500	519	1 4 2	23	Empty boat...	3,928	...	...	...	...	...	...	...
1	Paddy	250	174	0 8 11	...	...	...	...	...	...	...	...	...	...
1	Salt	1,200	185	0 7 6	...	...	...	...	...	...	...	...	...	...
31	Empty boats including fine for delay.	6,300	7,168	17 14 4	...	...	...	...	...	...	...	...	...	...
1	Timber logs 12 & 1400, in No. 40.	349	...	1 15 4	...	...	...	...	...	...	...	...	...	...
69		14,678	14,916	37 12 0	23	...	3,928	115	283 0 1	153	...	1,07,603	4,080	30 4 4	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					BENGAL.
Number of boats.	Nature of cargo.	Approximate value of cargo.		Tonnage.		Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton. mds.	Tollage.	Ton. mds.	Tollage.	Ton. mds.					
		Rs.	Mds.	Mds.	Tons.					Mds.	Tons.														
51	Coal	9,009	45,000	Rs. As. P.	1	Metal	Rs.	195	Rs. As. P.	0 10 0	351	Local	Rs. As. P.	71,181 0 0	3,507	41,140	085 5 3								
10	Cotton	18,853	4,375	27 15 0	66	Miscellaneous	189	12,275	41 7 0	73	Irrigation works	338 0 0	453			1,249	71 8 6								
3	Firewood	700	1,000	0 9 1	2	Rafts of timber	130	log 1 6	3 12 0																
1	Gum	67	75	0 7 2	4	Empty boats		300	3 6 6																
4	Gum, horns	1,500	400	5 10 0																					
13	Jaggery and sugar	6,327	3,475	22 6 0																					
3	Metal	6,100	1,200	7 8 0																					
19	Miscellaneous	6,205	3,600	21 13 0																					
3	Oil and oilseeds	431	6 3	3 1 0																					
18	Rafts and rice	7,000	9,875	17 15 4																					
3	Rice goods	100	100	0 10 0																					
12	Garden produce	7,474	4,875	20 9 0																					
1	Salt	2,700	800	5 0 0																					
3	Silk and indigo	45	75	0 6 0																					
1	Jute	6,110	9,125	13 4 8																					
4	Tobacco	10	100	3 8 0																					
3	Bricks	801	3,250	22 2 0																					
0	Blood, &c.	40	log 2	1 3 0																					
1	Rafts of timber	90	450	147 6 3																					
4	Rafts of bamboo		22,225	3 10 6																					
187	Empty boats			31 5 0																					
57	Passenger, in No. 457																								
...	Miscellaneous revenue																								
551		71,181	1,00,725	41,140	73		228	12,700	450	1,203	421		71,429 0 0	4,050		42,243	756 7 8								

Range No. 1 closed during the month on account of repairs to Colabaugh Lock.

The tonnage shown is that of the boats and not of the cargo.

Range No. 1, closed during the month on account of repairs to Colbourn Lock.

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Tidal Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 24 MILES.

[illegible]

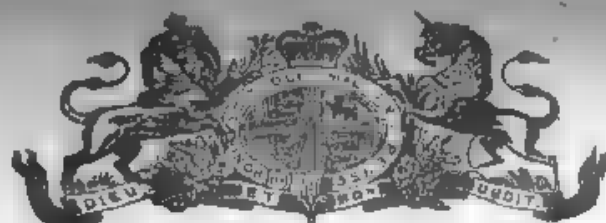
N. B.—The tonnage shown above is that of the boats and not of the cargo.

G. A. SMART, Lieut.-Col., M.S.C.,
Offg. Asst. to Chief Engr., and Jr. Secy., P. W. D., Irrigation Branch, Beirut.

Calcutta, 1944 April 1871.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

No. 18



of 1871

SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MAY 3, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 29th April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

J. GRAHAM, Esq., *Advocate-General,*

A. R. THOMPSON, Esq.,

S. C. BAYLEY, Esq.,

V. H. SCHALCH, Esq.,

MOULVIE ABDUL LUTHEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,

T. H. WORDIE, Esq.,

AND

BABOO DISUMBER MITTER.

MR. GRAHAM took the oath of allegiance, and the oath that he would faithfully fulfil the duties of his office.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH said that since the last meeting of the Council, a letter from the Chairman of the Justices, and a memorandum from the Health Officer, had been received, pointing out the evils which existed owing to there being no sufficient check to ensure the meat exposed in the market having been slaughtered at a place where proper supervision could be exercised over the condition of the living animals. He thought that any one reading those papers could not but admit that that was a great evil, and under that impression it had been his intention to move certain amendments in accordance with the suggestions of the Health Officer. But it had since struck him (Mr. Schaleh) that the whole subject would be much better discussed in connection with the proposed amendment of the existing Slaughter-House Act, and that it would be better that the Justices should come forward and suggest the amendments which they would wish to be made in that Act. Under these circumstances he proposed to withdraw the amendments which it was his intention to have moved, and he would now simply move that the Bill be passed.

The motion was agreed to.

HOOGHLY BRIDGE.

MR. SCHALCH moved that the report of the select committee on the Bill for the construction of a bridge across the river Hooghly, between Howrah and Calcutta, be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to.

The postponed section III having been read—

HIS HONOR THE PRESIDENT said, that inasmuch as this was a vital section of the Bill, he would wish to say a few words before the Council proceeded to the consideration of the question, whether the section do or do not stand as part of the Bill. The Council were probably aware that since the last meeting a perfect shower of objections to this section had been received, in the shape of letters and protests, from various public bodies and

individuals connected with the town of Calcutta. The impression left upon his mind by these communications, and the articles in the public prints, was this, that there was undoubtedly, on the part of the community of Calcutta, a very strong wish to have a bridge, but at the same time there appeared to be an extreme disinclination to pay for it. Well, he might say that these views were somewhat incompatible. He would also remark, with regard to the objections taken, that some of the gentlemen who had communicated their objections to this Council had assumed very large functions as representatives of the inhabitants of Calcutta and Bengal, and in fact had assumed to represent all classes of the people. He was not altogether convinced that that assumption was wholly correct. He was not aware that the Chairman of the Justices, when he addressed the Council, had really consulted the feelings of the inhabitants of Calcutta. He was not aware even that the body of the justices had been consulted. He was not aware that the members of the British Indian Association had taken steps to ascertain the views of the whole of the people. Rather, on the contrary, the impression which now influenced his mind was that the greater part of the inhabitants of Calcutta, and most of the classes whose views these communications were supposed to represent, really knew nothing about the matter beyond what they had read in the newspapers, and they had scarcely had the opportunity of forming an opinion upon the subject. Still, he was quite ready to admit that the communications which had been made to us, coming from the parties from whom they did come, deserved most respectful consideration. At the same time, numerous and weighty as they were, he was not, under the circumstances, prepared to withdraw this clause, in deference to those representations. He would repeat what he said upon a former occasion—that if this clause were rejected and the Bill fell to the ground, the responsibility must rest with the members of this Council, who, after having now had the opportunity of considering the matter, might determine to vote against this section. He would say again, as he had said before, that he did not use the word “responsibility” in an invidious sense. He did not take upon himself to blame those members of the Council who, in the exercise of their judgment and functions, thought it right that this clause should be rejected. If they did think so, he did say that the responsibility would rest upon them as a matter of discretion and judgment. If they were prepared to say that they thought this clause ought to be rejected, and if we were in consequence compelled to say that we could go no further with this Bill—which was, of course, a step inevitably necessary if this clause was rejected—why, no doubt, they would have done it.

It seemed to him, when he came to the contents of the communications which were received, that a large proportion of the objections which had been urged were what he might call in some respects sentimental; that was to say, it was said that the provisions contained in this clause were in theory objectionable, rather than that they would bear very hardly upon the inhabitants of Calcutta.

Another class of objections which had been urged was this, that it was most desirable to get the money out of the Government of India; that in fact the Government of India should make the bridge, and not the inhabitants of Calcutta.

A third class of objections, which was very predominant in the communications before the Council, and which was still more predominant in the public prints, was this, that as a commercial enterprise a company could be found ready and willing to undertake the project, and that it would be much more desirable to entrust the undertaking to a company.

Now, in reference to the first objection, he would not detain the Council long—he meant the view of what he had called a sentimental and theoretical objection. He would only urge upon the Council that there were a great many matters in respect to which we could not expect that a thorough and abstract justice could be fully and exactly fulfilled; and in his view, the members of the Council should rather consider the convenience to the inhabitants of Calcutta and Howrah that would result from the construction of a bridge on the terms proposed in this Bill, as compared to the inconvenience of paying this terminal charge, or whether they should suffer greater inconvenience without a bridge.

Then, as respects the view that the bridge should be constructed by the Government of India from imperial funds, he would like to express his opinion in a most emphatic way. It had been asserted—His Honor was really unable to discover on what foundation—that it was at one time proposed by the Government of India that this bridge should be constructed as an imperial work from imperial funds. He had been quite unable to discover that that was the case. He was quite aware that the Government of India did object, on public grounds, to the construction of a bridge by a private company. But on the question whether the funds should be found from imperial or local sources, he believed the Government of India had never expressed any such opinion as had been imputed to them. And then, with regard to the sources from which these funds were to come, it was well known that the Government of Bengal was possessed of no resources whatever, and it was impossible that we could ever build such a bridge from the resources of these provinces, except by pledging the future income of these provinces in a way which it was absolutely out of our power to do. Therefore, it came to the question either to construct the bridge from imperial funds, at the risk of the Government of India, or from local funds, at the risk of the inhabitants of Calcutta and Howrah. Upon that subject he wished to say that this project was in some sense no child of his own. He had assumed the office which he held after the project had taken shape, and therefore he might be considered in some

sort an impartial judge of the matter; and he wished to give the Council his personal opinion—whatever it might be worth—to this effect, that he considered the imputations which had been cast upon the motives and policy of the Government of India quite unreasonable and unjustifiable.

He had told the Council that he did what he could in the interests of Calcutta, to induce the Government of India to take the matter up as a speculation, and to build the bridge on the faith of the receipts which they might expect to derive from it. But since that representation had failed, he would say again that he altogether respected the position taken by the Government of India, and by the Viceroy in person, in this matter. He was very much convinced with the Viceroy that the Government of India could not afford to bear all the burdens and charges which it had been sought to impose on it from many quarters; that there were matters which must be dealt with locally; that there were matters in respect of which the people must assist themselves. And he was prepared to say that he did yield to the argument and views of the Government of India, and he did think that this bridge was a local bridge and a local work, and that it was perfectly fair and reasonable that the Government of India should say—"If you wish to have this work, you must bear the burden. We are willing to lend you the money, but you must secure us from risk,—you must secure the interest of the money." That was the view taken by the Viceroy and his advisers, and he must say that it was a justifiable view which was not likely to be shaken, and which he could not himself urge on the Government of India that it was desirable that they should abandon.

Finally, with regard to the objection which had been taken with reference to the construction of this bridge by a company, he must say that his own opinion was very decidedly against entrusting a great central work in the port of Calcutta to any company whatever. He was very far from undervaluing the merits of private enterprise: he well knew what had been done by private enterprise, especially in England; but he was far from having any such confidence in joint-stock companies as at present constituted under the English law. He was quite willing to admit that they had done great things in England, but he did not think that that had been our common experience in India. They were extremely popular in the stage of promotion, but when they had passed that stage, in the greater proportion of companies in this country it had generally happened that differences and squabbles had been the only result. Either these companies had failed to perform their functions, or the result had been that they had beset and abused the Government till they were induced to buy the project out of the hands of the company. More especially was this likely to be the case as respects a great means of communication across a great public river. He would submit to the Council that even in England, where companies were carried on under much more advantageous circumstances, the result had been public inconvenience; and we know that at the present moment measures were being taken to buy back the bridges over the Thames and other works of that kind from the companies who had constructed them. The bridge which was now proposed to be constructed was to be built in the very centre of the port of Calcutta, and it would be necessary to make arrangements to enable the shipping to pass through the bridge. Various questions would occur in connection with the times and mode of opening and affording facilities to the shipping, and other matters; and he did believe that we should be infinitely embarrassed if we entrusted the making of the bridge to a private company under any conditions whatsoever. The probability was, that we should be under the obligation to buy back the bridge at a very extravagant rate, as had been the case in regard to several companies which Government were compelled to buy up in Bengal and Bombay and other parts of the country.

He believed that in these observations he had touched upon most of the views which had been put forth by the several bodies who had addressed communications to the Council; and perhaps he need not trouble the Council further by going into particulars with regard to those communications. He would only notice one passage from that of the British Indian Association. Now, the British Indian Association, in that lofty spirit which distinguished them, expressed a strong hope that no paltry considerations of finance should be allowed to interfere with the construction of this bridge. He must call the attention of the Council to the fact that "paltry considerations of finance" were very important matters in questions of this kind: he was not aware that the British Indian Association had been distinguished by an entire disregard for financial considerations. He was inclined to think that like most people they would consider such considerations of great importance when they had to pay; but when somebody else had to pay, they did not seem to attach so much importance to such considerations.

Well, then, if he was right in assuming that this matter must be treated as a local matter, and that the Government of India would only give the money on the condition that they should be secured against any risk that might arise, why then the present proposal amounted to this, that the Railway Company undertook to secure them by putting a small terminal charge on all goods passing through their station at Howrah. It was a charge in reality on the merchants and inhabitants of Calcutta and Howrah which would be very lightly felt. He was himself quite convinced that he had taken the right course in bringing this matter boldly and clearly before the Council. It would have been extremely undesirable that this provision should have been smuggled through without the full knowledge and consideration of the

Council. But now as it had been proposed, he thought they ought to consider whether this burden proposed to be imposed would not fall in an almost infinitesimal degree upon them, and whether it would not be very cheap in the end for them to get a bridge upon these terms. If the project for arranging that the Railway Company should guarantee the security for the money, should fail, then it seemed to him—a company being in his opinion impossible—the only question would be whether the Municipality or Port Trust were prepared to furnish this guarantee from the funds in their hands and from the rates and taxes of the town, or the income derived from the Port Trust property and funds. Well, his impression was, that if either of these bodies should take this burden upon themselves, they would be extremely sorry if they should have to make good the very large sum required instead of getting it in a very easy way under the arrangement now before the Council. If such an arrangement should ever take place—he had no idea that it was at all likely to take place within a moderate period of time—then it would inevitably happen that the tolls must be fixed at a very much higher rate than that now proposed to be fixed by this Bill. He said again, if the inhabitants of Calcutta, having through their representatives rejected this clause, found that they did not get a bridge for a long time to come, and had to pay tolls infinitely heavier than those now proposed, if they ever did get one, they would very much regret that the present arrangement was rejected and thrown aside. He believed that all classes of the community, when they came to think over it, would find that they had sacrificed a great deal to these theoretical and sentimental objections. It seemed to him that the matter was one eminently for the consideration of the independent members of the Council. All he could tell them now was, that if this clause was not passed, it would be impossible that he should proceed with this Bill, and we must at once postpone its consideration.

With these observations he would await the expression of the opinions of the members, and he wished to know if any hon'ble member would think fit to make any motion with reference to this section.

Mr. Robinson said that in the interval that had elapsed since the Bill was last before the Council, he had not only given the subject of this clause every consideration, but he had also been at great pains to ascertain the opinions of almost every gentleman with whom he was acquainted in Calcutta in any way connected with the trade of the port; and he would say that without a single dissentient he had found every one agree with him that this proposal of collecting a terminal charge was inequitable and unnecessary. And he was not only strengthened in his own view from that circumstance, but much more so by the consideration that he was perfectly certain that if this clause were to be passed with this tax upon the trade of Calcutta, infinitesimal as it was, there would be a far stronger opposition to it—an opposition far more powerfully urged by the people in England, who were interested in the trade of this port, than it was in the power of parties resident here to put in force. Commercial men were so jealous of anything which appeared to be an unjust or unnecessary charge on trade, that he was quite certain that that would be the result of the imposition of this charge. It would fall largely on two great interests—the interests of the cotton trade, consisting of cotton when exported from Calcutta, and upon piece goods, when imported here. Next, it would fall also heavily on a large and yearly increasing article of export, namely oil-seeds; and he was quite certain that the influential parties interested in these extensive trades would object to the imposition of this charge far more strongly than had been done by anybody here. One great difficulty which he felt in dealing with this question was that he had really heard no argument whatever in favor of this specific form of charge. Nothing had been said in support of it to which any reply could be given, as was usual in debate. All he had heard was that it had been decided that if this charge was not sanctioned by the Council, the bridge would not be built; and that, he must take leave to say, was not a fair or reasonable issue to place before the Council. Surely, if this charge was absolutely necessary to the financial success of the bridge, there must be something capable of being said to prove that it was so. That, he contended, had never been done, and he maintained that the charge was perfectly unnecessary. He saw no reason why the bridge should not be made to pay by means of rates and charges upon goods carried across the bridge in proportion to their value. That was the usual form of charge which had always been made in such cases, and had always been found to succeed in the case of any well-planned enterprise; and he had heard no reason given why such a charge should not answer all the purposes required in the present case. No one could have the slightest wish that, if the Government constructed this bridge, they should not have the most ample security for the funds they invested in it. The only question was, how that security was to be given. The Government had asked for it in a manner that had been universally objected to, and had supported their demand by no argument whatever. And the way in which the question was put before the Council had entirely precluded the parties engaged in the trade of the port from having their suggestions fully considered, because the Bill was put before the Council, not as a matter to be fairly debated on, but almost in the form of a decree to be registered.

For his own part, in going into this matter as a commercial speculation, he would enlarge upon what he had said before, so much as to say that, as a commercial speculation, he would not have had anything to do with the building of this bridge if its success had been dependent upon any such unusual form of charging for its use as that proposed in this

Bill. If it had not been from a conviction on his part, and on the part of all who intended to take a part in the construction of this bridge, that its construction would entirely alter the whole condition of communication between Calcutta and Howrah, we should never have thought of entering into the enterprise at all. The main difficulty in the way of business in Calcutta was now the absolute want of space. House rents, office rents, godown rents, were enormously high, and space for conducting business was not to be got, and the whole of these difficulties could be removed by such a communication with the other side of the river as would make it no more trouble and waste of time to cross over than it was now to drive from the Armenian Ghât to the Mint. There was one article alone the business in which was being driven from pillar to post to find where to lodge—one of the largest articles of export of this town—jute. It was now almost impossible to find space to carry on the jute trade, and it absolutely blocked up the thoroughfares in the business part of the town. And there was no doubt whatever that if a bridge were constructed, and if facile communication with the other side were once established, the trade in jute would be carried on, as well as many other trades, on the other side of the river, relieving this side from great difficulties as to space, and a great deal of serious inconvenience by the obstruction of roads in the business part of the town. It would, in point of fact, be adding so much area to the business part of the town. If he was in the least right that any change of the kind would take place—and he would say that it was almost impossible to suppose that it would not lead to different conditions of carrying on the business of the port—which would make the bridge pay, it did seem to him a most unsound principle to cast these considerations aside, and to say that we will look at nothing but what we see on paper as the actual state of the communication across the river and the traffic on the East Indian Railway existing at the present moment. If that were all that could be looked to to give a revenue from a bridge, he would say that the bridge should not be made at all. Really, it seemed a most wonderful thing, the extraordinary difficulty that there had been in getting a bridge over this river. The *pont asinorum* of our school days was nothing compared to it. He was a member of the committee appointed in 1855 in Lord Dalhousie's time; and he had been looking over some of the papers connected with that committee's proceedings, and had discovered copy of a letter from the British Indian Association, who had gone fully into this matter, from which it appeared that the first project for making a floating bridge over the Hooghly was dated as far back as 1838. The Association said:—

"The want of safe and ready means of transit between Calcutta and the opposite bank (ranging between Sullunk and Sibpore) has very long been a standing public grievance, causing, amongst other evils, periodical loss of life to a fearful extent. This want has, for many years past, engaged the attention of private speculators and of public spirited persons; and it may be in the recollection of some of the members of the bridge committee, as well as of many of the public authorities, that in the year 1838 a project for a floating bridge was started but failed. Soon afterwards a suspension bridge was proposed, and Baboo Dwarka Nath Tagore, Joykissen Mookerjee, and others, volunteered liberal contributions towards that object. The previous failure, however, had thrown a damp over the question of bridging the Hooghly; the attention and interest of many of the projectors became gradually withdrawn, and with the exception of the small and ill-provided steam ferries which have plied during the last three years (the proprietors of which were, it is believed, successively losers, until the opening of the railway), the communication between the banks of the Hooghly, although an absolute want and necessary of daily life to vast numbers of people, has been left to the chance provision of poor native boatmen, without progress or improvement of any sort, instead of advancing with, and becoming adapted to, the social and commercial advancement of the Empire, and especially of Calcutta."

That was written in 1855. With how much greater force might that be said now in 1871; and it seemed to him a most marvellous and lamentable thing that in the period of twenty-three years it should have been found absolutely impossible to get a bridge over the river, flowing through what had become one of the largest trading cities in the world, and apparently it was likely to remain as difficult as ever. But, as he had said before, and he would say again, he did not think the issue put before the Council was a fair one, owing to the way that this charge was insisted upon without any alternative whatever. His Honor had, in proposing clause III, with much care tempered his remarks; but temper it as he might, there was no denying the simple fact that it was accompanied with what was in reality a threat, that if we voted against, and threw out this particular clause, we should be held up to public opprobrium as obstructors of a great and useful public improvement. It was difficult for him to say what he should call this mode of supporting a question: it certainly was not argument. It was something he would rather avoid giving expression to, for fear he should say too much; but he accepted the position fully, because he felt that upon himself and every member of this Council who objected to this clause, supported as they were by the community at large, it could have no effect whatever. The public were with us universally. It would remain with those who had really and actually retarded the construction of this bridge, should it be retarded by adherence to the particular views of their own in opposition to such a large mass of opinion on the other side, to bear whatever of opprobrium there might be to be borne.

He would conclude by moving the omission of clause III from the Bill.

MR. WYMAN said, in rising to support the amendment of the hon'ble member (Mr. Robinson) he might mention that he had been requested to lay before the Council a memorial from the Trades Association, which had been already circulated to hon'ble members. The Trades Association represented a large and important class of the community, and he was sure that their

prayer would receive the respectful attention of the Council. There was perhaps no body, no class in Calcutta, more constantly and directly interested in the construction of a bridge across the river than the Trades Association of Calcutta; and when they deliberately expressed their opinion, that it would be preferable to abandon the idea of constructing this bridge, rather than that the objectionable charge referred to—a terminal toll—should be introduced in the Bill, he thought it showed how very strong was the feeling amongst that body in its opposition to this clause. Not only, however, was this opinion felt by the Trades Association, but within the last few days it had been strongly and publicly expressed by other public bodies. He would say that he fully concurred in the remarks and opinions expressed by hon'ble members opposite at a previous meeting of this Council, from which he was unfortunately absent; and he felt that he also would rather see the Bill abandoned than that this clause should be inserted. But it seemed to him that the withdrawal of this clause would not necessarily necessitate the withdrawal of this Bill. The Government of India proceeded on the assumption that unless they lent the money it was utterly impossible to construct a bridge. Now, he for one respectfully differed from that opinion. Projects before now had been put before the public and the Government to remedy this crying evil which had existed for so many years, namely, the want of a bridge across the Hooghly. It might be that those projects were not sufficiently matured to justify the Government in accepting them. It might be that, as His Honor the President had stated, there did not exist in a public company sufficient security for the proper carrying out of such an important work as this. But he thought it would be wrong to conclude from that, that because the Government would not lend the money, therefore the bridge could not be built. It seemed to him, further, that we should perhaps be able to induce the Government of India to alter the opinion they had expressed. His Honor had said that the Government of India were not to be moved from the position they had taken up, and of course we must accept that statement so far as conclusive. But it occurred to him that the objection of the Government of India was founded on a strong belief that unless they levied this toll they would not receive anything like a sufficient security for the loan of their money. Now, if it could be shown that it was possible to have such a large margin of receipts over expenditure as would provide a sufficient reserve fund; if it could be shewn that the probable income from the bridge had been under-estimated—that very probably the traffic would so increase as to produce a revenue far in excess of the expenditure—it was possible that the Government might be induced to reconsider their decision. And if it could be shown conclusively that there was sufficient security, both direct and collateral, for the repayment of the money to justify the Government in lending it; it might be fairly assumed that they would not, or at any rate ought not, to stand in the way of the construction of the bridge, which, although it was, as His Honor had stated, of special local importance, was certainly indirectly of very large imperial importance.

The estimate of the income from the bridge was taken on a fixed quantity of traffic, which he was not prepared either to support or to disprove, as he had not gone into the matter; but he assumed that the Port Trust Commissioners had gone carefully into the matter, and that their figures might be taken fairly to represent the probable amount of *certain* traffic which would cross the bridge. But he would beg to point out that although he fully concurred in the rate proposed to be levied on foot passengers, of three pie per head—as it was undoubtedly essential that this rate should be as low as possible—yet the charge proposed to be levied for goods was ridiculously low. It stood to reason and to common sense that the owners and consignees of goods would be only too happy to pay a like amount as toll for crossing the bridge (which would ensure absolute security to their goods) to what it now costs them for the very unsatisfactory, dilatory, and insecure method of transit by country boats. He had been at some trouble to ascertain what the cost of crossing goods was to the trade of Calcutta, and he would mention only one instance as showing that, in fixing the rate at two pie per maund, sufficient regard had not been paid to the fairly remunerative nature of the traffic which would cross the river; and although the heavy traffic was perhaps not very large in amount, the instance which he would give showed that there were certain classes of goods which would bear a higher rate of toll without any injury to the persons concerned than that which it was proposed to charge upon them. The charges for six tons of manufactured iron crossed over in country boats, he found, aggregated Rs. 5-2; and the same carried over on a different occasion in the railway ferry steamer, cost the much larger sum of Rs. 22-8. The reasons which probably induced exporters to pay this very large difference of cost was the feeling of insecurity which always must exist in employing country boats. But taking the minimum cost, we had a charge of, say, one anna per maund, or six times as much as the bridge charge would be: that included the cost of crane hire on this side, and the cost of crane hire and carriage on the other side also, which formed part of the cost of carrying goods across the river by the present method. Now, the persons concerned in the transit of these goods would undoubtedly be only too willing to pay a like charge for bridge transit to what they had to pay in sending their goods over in rotten country boats, with all the risks of loss, injury, damage, and delay. Therefore, bearing in mind that there was a very large traffic in a class of goods which was not apparently provided for in the schedule of the Bill, and which would easily bear a much higher rate of charge than two pies per maund, he would say that the estimate of income from the bridge in respect of goods

traffic was so greatly under-rated as to deceive the Government of India as to the probable returns, and cause them to say—"with this probable return we do not think that we can safely lend money to such an amount without a collateral security." But if it could be shown that the margin of receipts over expenditure was not likely, as estimated, to be under a quarter of a lac, but was more likely to be one or two lacs, it was probable that the Government of India would be inclined to alter its opinion, and say—"if you can tangibly show us that there is a fair security for our loan, you shall have the money." The rate of two pies per maund for the lighter class of goods also was less than these goods could be carried over for at present in the most economical manner, viz. by country boats, apart from the necessity which really existed of carrying valuable goods by ferry at an enhanced rate of more than a hundred per cent. He would say, therefore, that the estimate of receipts from the goods' traffic across the bridge was so grossly under-estimated as to justify the Government of India on these figures in taking up the position that they had. He felt convinced that a general increase of the goods' rate, and a sliding scale of charges for different classes of goods, would meet the difficulty as to the necessary excess which should be provided of income over expenditure. It seemed, for instance, most unreasonable that the same rate should be charged for a portable steam engine as for a gentleman's carriage, and he felt certain that the public would willingly pay an increased price for the very considerable advantage which they would enjoy from the construction of the bridge.

Then, in addition to the fact of this sufficient, direct, and collateral security that might easily be afforded to the Government of India, there were alternative measures which had for many years been before the public. He would say that in a matter which had been termed of local importance, local influences should be allowed to take a prominent place, and that we should not be always in leading strings to the Government of India. His Honor had stated that he did not consider a public company a fit agency for the construction of a bridge, and there was probably a great deal of force in the remark. We had not had much reason to place faith in public companies; but nevertheless it would undoubtedly be possible, in reference to this project, to get up such a company as would secure the confidence of the Government. At any rate we had another alternative proposal, to construct the bridge by means of the Corporation of Calcutta, who would not be an unfit body to undertake that work. As to the proposal to raise the money at 7 or 8 per cent., he considered this was absurdly excessive, and he believed that money could be got at a very much lower rate.

There was another point bearing upon the subject, and that was as to the cost of the bridge itself. Of course, the amount that the bridge might cost would affect directly the margin which might be expected to arise of receipts over expenditure, and therefore the security of the Government of India; but on looking at the tables appended to the report of the Port Trust Commissioners on this bridge question, he found a most startling discrepancy in the estimates for the cost of construction,—a discrepancy which he was utterly at a loss to account for,—even on the assumption that one man's brains and work might be far superior to those of another. He presumed that the gentlemen and the firms who were asked to estimate were competent persons, who had the confidence of those who had solicited them to send in their returns, and he must therefore assume that either would be fully competent to execute the work if it were entrusted to them. Yet he found a difference of 75 per cent. between the minimum and maximum proposed cost for merely the iron work of the bridge. Now, without assuming that the high estimates were unfair, he must say that if proper persons had been applied to to send in their estimates, and if we felt satisfied that the construction of the bridge could be entrusted to those persons, we had no right to take the maximum cost of £50 per ton, when we could have the work done for £25 or £28; and that of itself would so considerably reduce the expenditure, as to leave a large margin yearly of receipts over outlay in respect of a large diminution of the estimated amount of interest payable; and this alone might probably induce the Government to say—"If you can show us a large margin, we can let you have the money on the security of the tolls alone." Therefore, he said, if the bridge were constructed at a minimum cost, and if the rates on goods' traffic across the bridge were increased to the amounts which which they would fairly bear, we should have such a large margin that the Government of India could not, in fairness to the interests of this great city, stand by and prevent such a necessary work being carried out.

Besides there was another reason. We had not to deal only with the existing traffic. We knew that facilities for traffic created traffic. We had only to look at the East Indian Railway to see what a wonderful increase of traffic had taken place in consequence of the facilities of communication created by that work, and that too amongst a class whose prejudices had been greatly against this mode of travelling. No one in his senses would ever have undertaken the construction of that line of railway had he depended upon the then existing traffic. But the great minds who decided on the construction of that magnificent highway, the East Indian Railway, felt that there must come the time when this vast expenditure would reap a sufficient return, and their predictions and anticipations had now been crowned with success. And it was only fair to assume also that by the construction of this bridge the traffic across the river would so largely increase, that you could no more estimate the income of the bridge from the present returns, than you could have estimated the probable returns of

the railway before its construction. Although perhaps there was an element of uncertainty about the thing, still there were certain uncertainties which, gauged by the experience of the past, became absolute certainties; and one of these things was, that so surely as you afforded greater facilities for traffic, so surely would traffic increase tenfold. He thought that if this bridge was not built it would be a public calamity, and one which succeeding generations as well as the present would deeply deplore. It was a matter of the most profound regret to the public at large that for twenty years this bridge should have been practically lost sight of; that so many tangible projects should have been allowed to fall through; that the Government of India should have maintained an obstinate adherence to their own views; that they should have kept us, finally, in suspense for ten years, and afterwards say—"You may build the bridge, but you must comply with this impossible condition." In a question of this kind, he thought that the Council had a right to stand up for a principle which was something more than sentimental; and although the practical effect of the proposed charge would not work serious injury to anybody, still, if it could be shown that that charge was not necessary, we should not permit a principle to be imported into this Bill which we and the public have the strongest possible objection to, because we deem it impolitic and unjust. He believed that if the amendment which he had the honor to second was carried, it need not result in the throwing out of the present Bill; and he earnestly hoped that it would be permitted to this Council to go up to the Government of India with some alternative project which might convince them that a sufficient security was provided for their money, so that this Council might have the honor of having at last constructed a bridge connecting the capital of India with the great highway of Bengal and the Upper Provinces.

MR. WORMIE said that at the last meeting of the Council he had expressed his views in regard to this bridge, and everything which had since come to his knowledge had tended to confirm the impressions he then held. Indeed, public opinion, so far as it could be learnt in this city, had unanimously declared against the principle which he opposed, and in such a case the weight of the responsibility, or whatever it might be that attached to the opponents of this section, rested very lightly upon his mind.

There was only one point to which he wished now to refer. He desired to know whether the Government of India positively insisted on the repayment of the principal sum advanced for the construction of the bridge within the time specified in the present Bill. He thought that if the Government of India would be content with only the interest of the money lent, and a sinking fund to provide against contingencies, something might be done to carry out this project in another form; but if for thirty years the bridge should have to pay from revenue a large sum for repayment of the principal, it appeared to him that there was a weight attached to this matter which applied to the construction of no other public work in the country. He should vote for the amendment; but unless the question of the repayment of the principal had been definitely disposed of, it might be well to delay pressing the matter further, in order to see whether some alternative project could not be devised.

BANOO DROMSEN MITTER said, the question before the Council was pretty nearly exhausted, and he had but very little to say upon it. He however regarded the proposed bridge more as a national than a local undertaking, and holding that view, he failed to perceive that there was any great sacrifice of principle involved in the section under comment. It was not Howrah and Calcutta alone that would be benefited by the work, but the whole country, and as such, the whole country ought to contribute towards its construction and maintenance. And what could be a better mode of levying that contribution than by imposing a light fee on goods produced or consumed in the country, even if a portion of them did not pass over the bridge? But at the same time he must respectfully submit that, while tendering to the imperial Government such a certain and prolific source as collateral security for the repayment of any advance which it might make towards the undertaking, the least return the legislature could make to the public was to exempt the passengers from all tolls. With this condition he gave his adhesion to the section under discussion.

THE ADVOCATE-GENERAL said that, as a new member, he approached this subject with diffidence, as he had not had the same time as other members to consider this question carefully, and he had therefore felt himself under some difficulty in voting on the motion before the Council. In considering the subject since the publication of the proceedings of the last meeting of the Council, he had been of several minds as to the justice and injustice of this clause; but on the whole, after the fullest consideration he had been able to give to the subject, he could not altogether admit the force of the arguments of those who said there was great and extreme injustice in the course proposed. The whole position of this matter seemed to be reduced to the one consideration as to the justice or otherwise of the imposition of this terminal charge. The necessity for the construction of a bridge was admitted on all hands, and also, that it should be made as soon as possible; and of all the projects for the erection of a bridge across the river, the one now under consideration seemed the only feasible one—the only one that had been matured, and which was in a position to be carried out. The only objection which had been urged to this project was the objection to which he had just referred, and which he could not agree with His Honor the President in considering as a sentimental objection; it was one he was disposed to treat with the utmost respect. But he did not think that the passing of this measure involved grave injustice to any one.

The hon'ble member opposite who spoke on this subject (Mr. Wyman) had indeed said that if this measure were passed it would lead to no serious injury to any one. He (the Advocate-General) thought that on that supposition the present opportunity of passing a most useful and necessary measure, not likely to inflict any serious injury on any one, should not be lost. Other hon'ble members thought there would be some injury. It was a matter of degree. As His Honor the President had said, in carrying out a great public work some small injury must be done to some persons or classes. It might be unfair for some persons to have to pay for a work which they did not use; but he (the Advocate-General) did not think that that would be such a great injustice under the present circumstances as to induce him to vote against this Bill. On the contrary, he thought that the paramount advantages of carrying out the only feasible scheme for the construction at last after so many years of a bridge was so great, and of such enormous importance to the public, that he did not think that a small objection of this sort should be allowed to obstruct the benefits to be derived from the work. He called the objection small, because it led to small injury to some persons; but it was not an objection that seemed to him to be of that character that ought to prevent the passing of this measure. And therefore, although he gave his opinion with great diffidence against the views of the mercantile community and other classes, it seemed to him that the balance of the whole argument led to the conclusion that the measure proposed was a great good, that it could only be carried out in the way proposed, and that the objections that had been urged against it were not of that grave character which ought to outweigh the advantages to be derived from the construction of the bridge.

Something had been said as to the terms imposed by the Government of India. The Government of India, he thought, had a perfect right to demand their own security, because they were the lenders of the money; and of course it was quite competent to them, as lenders, to refuse to lend on any other terms. It seemed to him that by the concession of that terminal charge a great public good would be gained, and that if this measure should be passed, a year hence every one would have occasion to rejoice that this objection had not been allowed to have effect. As an independent member of the Council, he had arrived at this conclusion simply on a consideration of the papers before the Council, and he would therefore vote in favor of this clause.

HIS HONOR THE PRESIDENT said that he had to say one or two words more before putting the question to the vote. First, he would beg very distinctly to assure the hon'ble member on the right (Mr. Robinson) that nothing was further from his intention than to attempt to throw opprobrium on him or upon any other member who opposed this clause of the Bill. His Honor was quite sure that any attempt on his part to do so would be wholly unsuccessful. The public character of the hon'ble gentleman stood far too high. As he had said before, and as he said again, he thought that this was a matter for the exercise of judgment, and not for casting opprobrium on one side or the other. Far from attempting anything of the kind, he had been extremely struck with the lucid way in which the hon'ble members had put forward the extreme importance of having this bridge, and the various considerations which influenced their minds in coming to a determination upon this subject. He had himself never so fully and entirely realized the enormous importance of this proposed bridge, as since he had heard the speeches of those hon'ble members. But as respects his own position as the head of this Government and the President of this Council, he was in that position that the first clause of this Bill which was passed enabled him to make this bridge, but we could not make a bridge without money; and the only way of getting money which he saw at present was to get the money from the Government of India. They proposed to lend the money only on certain terms, and therefore if those terms were not complied with, he would be perfectly helpless, and most undoubtedly on that account we should have to postpone the further consideration of this measure.

On the question whether the risk which might possibly be incurred by an undertaking of this kind should be borne by imperial funds or local funds, he had already expressed a strong opinion. He thought that the Government of India justly said that this should be treated as a local matter, and that the risk, such as it was, should be borne from local resources.

As respects the particular form of the scheme which had been laid before the Council, he might say that his opinion had not been always so strong; in fact he had seen reason much to consider the subject, and had turned it over a good deal. The opinion at which he arrived had been much better expressed than he could have done by the learned Advocate-General, who had told the Council that the object was of enormous importance, and though the scheme might not be free from objection, it was the only feasible scheme ready for execution, and the question was, whether the Council would accept that scheme, or whether they would wait in the hope that some better scheme might be brought forward at some future time.

Perhaps he might have used language in a somewhat loose and indiscreet manner when he had described the objections that had been raised as sentimental. He quite agreed that the public bodies who had raised those objections were entitled to the greatest respect. But at the same time he had been very much struck with the conclusion that had been come to by the hon'ble member on the left (Mr. Wyman) that though the scheme was objectionable in theory, it would not do any particular harm to any one. And as suggested by the learned Advocate-General, His Honor did think that the statement made by the hon'ble member

did in fact express what His Honor had expressed in a somewhat bungling manner by the use of the word "sentimental," that it was more an objection in theory than one founded on the belief that the charge would do any very great harm to any one.

With respect to what had fallen from the hon'ble member on the right (Baboo Digumbar Mitter) he must explain that the object and intention of the Government in respect to this bridge was at first to let foot passengers go free. That was still an object that the Government had at heart, and if the receipts from the bridge would enable us to free foot passengers from the payment of tolls, we should certainly do so. That, as he had said, was the original scheme, but it was a scheme which it was impossible to put into force at present, because the construction of the bridge was found to be so expensive that it would be impossible to be sure of a sufficient income from the bridge without including a light tax upon the passenger traffic. Therefore that portion of the Bill must stand for the present. But he would repeat the assurance that it was the intention of the Government, if possible, to free foot passengers from the payment of any toll whatever, if they should ever be in a position to do so.

Well then, as he had said, the question which must be determined by the Council now was simply this, should this particular scheme go forward or should it be dropped. He did not say that by rejecting this scheme the Council would shut itself out for all time from the consideration of any other scheme. But he would repeat once more that if they rejected this scheme, which was ready to be put into execution, they would inevitably throw back the whole subject into the realm of chance and the future. If hon'ble members were so confident that the bridge must inevitably pay, he did not see why one of those great public bodies, the Corporation of the Justices or the Port Trust Commissioners, should not undertake this work, and make the funds which they administer responsible for the interest of the money which would be lent by the Government. He could only say that if the present Bill should be rejected, and if at any future time any scheme should be brought before the Government by which the money of the Government might be secured, why undoubtedly that scheme would receive the fullest and most respectful consideration of the Government.

With reference to the question that had been put by the other hon'ble member on the right (Mr. Wordie), he would say this, though he could not speak with confidence on the subject, because the money would come from the Government of India, and he could not be responsible for what their views might be; but his impression was very strong that the Government were not at all anxious to see their money absolutely refunded: all that they required was good security for their money. At the same time the hon'ble member must remember that the character of the work was of a perishable nature: you cannot expect a bridge of boats to last for ever. It must wear out: it must become out of date. It might be blown away by a cyclone. It was possible that ten or twenty years hence we might not be content with such a bridge. Various eventualities might arise which would render the materials of this bridge almost worthless. Therefore in his view it was absolutely necessary, in regard to this scheme, that provision should be made for a large sinking fund to replace the capital: when in the natural effluxion of time this bridge should disappear, a good sinking fund was an indispensable necessity in this scheme.

With these observations he would merely say that supposing unfortunately this clause should be rejected, he would not at once withdraw the Bill from before the Council, but he must postpone it *sine die*. He would give an opportunity to hon'ble members to lay before the Government other schemes by which the money of the Government might be amply secured. At the same time he must repeat once more that he was quite satisfied that the Government of India would not be content with the security of the tolls alone: they must have some further collateral security before they advanced money for the construction of a bridge; and if the scheme before the Council was rejected, he thought hon'ble members would eventually be sorry for it.

The Council then divided—

Ayes 4.
Mr. Wordie.
Mr. Wyman.
Mr. Robinson.
Mr. Schaleh.

Noes 11.
Baboo Digumbar Mitter.
Mentrie Abdul Latief.
Mr. Bayley.
Mr. Thompson.
The Advocate-General.
The President.

The motion was therefore negatived.

HIS HONOR THE PRESIDENT said, since section III now stood part of the Bill, he thought it desirable that the Council should proceed with the consideration of the other clauses of the Bill. Although the most important provision of the Bill had now been agreed to, inasmuch as such strong opinions had been expressed against it by several commercial members of the Council, the Government would be willing, at any time before the Bill reached its final stage, to take into consideration any plan by which the money advanced by the Government for the construction of the bridge might be fully secured. But at the same time he thought that, after the speeches that had been made to-day, every member of the Council must be impressed with the enormous advantage to be gained by the construction of this bridge, and the Government would be wanting in its duty if it hesitated to carry out the measure with the greatest possible dispatch.

Mr. ROBINSON said he should be glad to take advantage of the proposal that the further consideration of this Bill might be postponed for a short time, for this reason, that he was not aware, and very much doubted whether any alternative scheme had ever been laid before the supreme Government. He thought that it was perfectly possible to show on very good data that the mere collection of tolls from the traffic on the bridge would be amply remunerative. On this ground, unless any further action could be taken now with regard to this section, he would, if possible, like to see the consideration of the Bill postponed to some future time. He himself was convinced that this bridge would be enormously remunerative beyond anything that the Government ever contemplated, and he should therefore like to see an alternative section contained in the Bill, that on its being found that the receipts from the tolls on the bridge itself came to a certain amount, that it yielded a certain percentage on the capital invested, this objectionable general charge should be given up. He thought that that would be an alternative that would afford some satisfaction to the public, who universally objected to the terminal charge; and he thought that it would also be a graceful concession on the part of the Government to make, as it would give the commercial community an opportunity of showing the correctness of their views.

HIS HONOR THE PRESIDENT said he could assure hon'ble members that the Government had not the remotest wish to make money by this bridge, and consequently that any suggestion of the kind made by the hon'ble members would receive full consideration. But at the same time, with reference to what he had said with regard to the views of the Government in respect of the passenger traffic, it might be a question whether a remission should not first be given to the traffic of foot passengers. He need not say anything more at this moment, because he was ready to accede to the wish of the hon'ble member that the further consideration of the Bill should be postponed to the next meeting. He hoped that in acceding to this proposal it would not delay the consideration of the Bill, because now that this section had been passed by the Council, other matters would probably require careful consideration. He would therefore postpone the consideration of the Bill for a fortnight, and probably we should then be able to carry out the settlement of the remaining clauses at the next meeting of the Council.

The further consideration of the Bill, and of the section, was then postponed.

EMBANKMENTS AND DRAINAGE.

MR. SCHALGH moved that the time prescribed for the submission of the report of the select committee on the Bill to provide for embankments and drainage be extended for three months. He said he might mention that the select committee had already considered the Bill, and made some few alterations in it; but as the Bill would make extensive alterations in the existing law, at the request of the committee, the Bill, as revised by them, had been published for general information; and the committee were desirous, before they submitted their report, to see whether the parties interested in the Bill had any objections or suggestions to offer. He therefore proposed an extension of three months to enable the committee to receive suggestions, and consider them, before submitting their report.

The Council was adjourned to Saturday, the 13th proximo.

Meteorological Telegraphic Report for the period 23rd to 29th April 1871.

Station.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	Thermometer.		Humidity Sat. =100.	Wind.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
Calcutta.	April. 23rd	10	29.778	29.764	81.7	78.8	83	SSE	...	0.23	K	...
	16	29.839	29.825	84.6	78.2	83	S	S	...	...	K	...
	24th	10	29.800	29.818	81.6	77.0	78	SW	...	...	CK, K	...
	16	29.882	29.707	88.0	80.0	75	S by W	...	...	...	U, K	...
	25th	10	29.810	29.829	87.0	80.7	78	S by W	...	...	S, CS	...
	16	29.721	29.743	81.0	78.4	85	S by W	...	...	...	U, K	...
	26th	10	29.812	29.837	83.0	78.0	75	SW	...	1.85	U, K	...
	16	29.801	29.708	89.2	79.4	64	S	...	...	...	CK, K	...
	27th	10	29.748	29.408	86.6	81.0	77	SW	...	...	CK, K	...
	16	29.838	29.678	92.0	84.4	71	S by W	...	...	...	CK, K	...
Bacon Island.	23rd	10	29.708	29.771	88	78	83	SW	6.4	1.40	N	...
	16	29.882	29.819	88	80	75	S	S	12.0	...	KS	...
	24th	10	29.817	29.823	82	78	74	S	16.7	1.10	NN	...
	16	29.897	29.703	85	81	83	SW	...	17.8	...	NN	...
	25th	10	29.820	29.703	86	83	87	SW	10.1	...	NN	...
	16	29.741	29.717	87	82	70	SW	...	11.6	...	NN	...
	26th	10	29.790	29.700	81	74	82	SSE	9.8	0.40	NN	...
	16	29.717	29.723	87	81	75	SSE	...	18.8	...	NN	...
	27th	10	29.801	29.407	87	83	88	SW	18.5	...	NN	...
	16	29.897	29.703	87	83	83	SW	...	16.1	...	NN	...
Cuttack.	23rd	10	29.713	29.853	86	78	88	S	6.2	0.10	K, KS	...
	16	29.849	29.753	88	77	84	SW	...	12.5	...	CK	...
	24th	10	29.781	29.803	80	75	78	SE	8.3	...	KS	...
	16	29.701	29.812	79	71	77	N	...	9.6	...	KS	...
	25th	10	29.783	29.803	85	78	75	SW	5.3	...	K	...
	16	29.728	29.830	80	73	70	SW	...	7.4	6.00	KS	...
	26th	10	29.781	29.805	84	78	68	S	4.3	...	K, KS	...
	16	29.691	29.801	85	79	75	WSW	...	10.0	...	KS	...
	27th	10	29.770	29.870	87	78	68	S	6.0	...	K	...
	16	29.845	29.784	87	78	68	WSW	...	13.5	...	...	...
Mabar.	23rd	10	29.839	29.882	88	78	78	SSE	12.0	...	...	...
	16	29.678	29.778	88	78	65	E by S	...	15.0	...	...	...
	24th	10	29.793	29.823	83	78	48	SSE	14.0	...	...	...
	16	29.830	29.860	89	80	68	SEE	...	17.0	...	...	...
	25th	10	29.784	29.814	85	74	83	S by E	11.0	...	...	...
	16	29.845	29.875	89	80	66	ESE	...	14.0	...	...	...
	26th	10	29.834	29.854	81	80	68	ESE	17.0	...	...	...
	16	29.897	29.727	88	80	69	ESE	...	15.0	...	...	...
	27th	10	29.837	29.857	90	79	69	ESE	11.0	...	...	...
	16	29.717	29.747	90	80	83	E	...	14.0	...	...	...
Ottum.	23rd	10	29.807	29.837	89	78	69	E by S	5.0	...	...	...
	16	29.711	29.741	88	79	65	E	...	9.0	...	...	...
	24th	10	29.854	29.834	89	78	69	ESE	0.0	0.01	...	...
	16	29.759	29.789	89	79	63	E	...	5.0	...	...	...
	25th	10	29.704	29.788	83	79	83	S	...	0.40	KS	...
	16	29.689	29.850	91	77	50	SE	...	...	...	K, S	...
	26th	10	29.803	29.775	76	71	77	WSW	...	2.70	...	Fair, r, i
	16	29.578	29.857	88	77	64	SW	...	...	...	...	Fair, r, i
	27th	10	29.715	29.798	74	72	80	SE	...	1.30	...	...
	16	29.677	29.850	86	80	75	S	...	...	...	...	...
Ayar.	23rd	10	29.719	29.801	87	79	89	SW	...	...	OK	...
	16	29.619	29.711	88	80	89	SW	...	...	...	O	...
	24th	10	29.713	29.794	84	79	79	ESE	...	...	...	Fair, r, i
	16	29.670	29.753	77	78	81	SW	...	...	...	...	Fair, r, i
	25th	10	29.729	29.811	88	81	79	ESE	...	0.60	...	Fair.
	16	29.687	29.778	88	80	60	S	...	...	...	...	Fair.
	26th	10	29.723	29.875	88	81	79	SW	...	...	...	Fair.
	16	29.771	29.753	90	88	99	SW	...	...	...	...	Fair.
	27th	10	29.805	29.887	88	80	68	SW	...	...	...	Fair.
	16	29.690	29.741	86	80	67	SW	...	...	...	...	Fair.

* Velocity of wind in miles per hour.

CALCUTTA,
The 29th April 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.